

Quakers and Transportation in Colonial Carolina

1 Quaker Cleansing in NC History

1.1 1660-1676: English Restoration, Quakers from VA and MD

1.1.1 Avoid burning and hanging

1.1.2 Traders (Nathaniel Batts) in the Albemarle, 1650

1.1.3 Carolina Constitution in making protected fugitives, 1669

1.1.4 Quaker influx

1.2 1710-1720: Tuscarora War in NC

1.2.1 Quaker governors in 17th century, by force and exception

1.2.2 Cary Rebellion = last Quaker insurrection

1.2.3 Southern Tuscarora rose up, 1710, Northern Tuscarora passive

1.2.4 NC Militia refused to muster

Tuscarora destroyed by mercenaries

800 native levies, Siouans

Paid with slaves

1.2.5 Quaker Exodus to unknown parts

1.3 1740-1760: Piedmont Land Rush

1.3.1 Granville titles cleared

1.3.2 PA land values in a bubble

1.3.3 PA in the hands of non-Quakers and urban Quakers

1.3.4 NC Land prices depressed

1.3.5 Quaker influx

1.4 1750-1770: Anglican Resurgence in NC

1.4.1 Governor Dobbs, 1753-1763

1.4.2 Governor Tryon, 1753-1771, Dobbs' understudy

1.4.3 Government asserted in piedmont

1.4.4 Subsistence economy and squatters destroyed

1.4.5 Quaker Exodus

1.5 1810-1830: Outlawing of Manumission

1.5.1 National meeting barred participation in slavery thereafter

1.5.2 NC Quakers forced to choose between leaving meeting or moving

1.5.3 Quaker conversion and Exodus

2 Quaker Transportation Specialists

2.1 Militia exemptions

2.1.1 Ford owners

2.1.2 Ferry operators

2.1.3 Mill owners

2.1.4 Inn keepers

3 TPA

3.1 501C3, non-profit

3.2 Located in Hillsborough

3.3 We find, map, and try to protect old roadbeds

3.3.1 In antebellum times nobody lived far from the road

Traffic moved at 2.5 mph

Roads were internet in the age of muscle power

Wagon roads atop pack horse trails atop foot paths

If you know where the roads were you know where the preponderance of archaeological evidence remains.

3.4 We believe the best of our history remains to be told