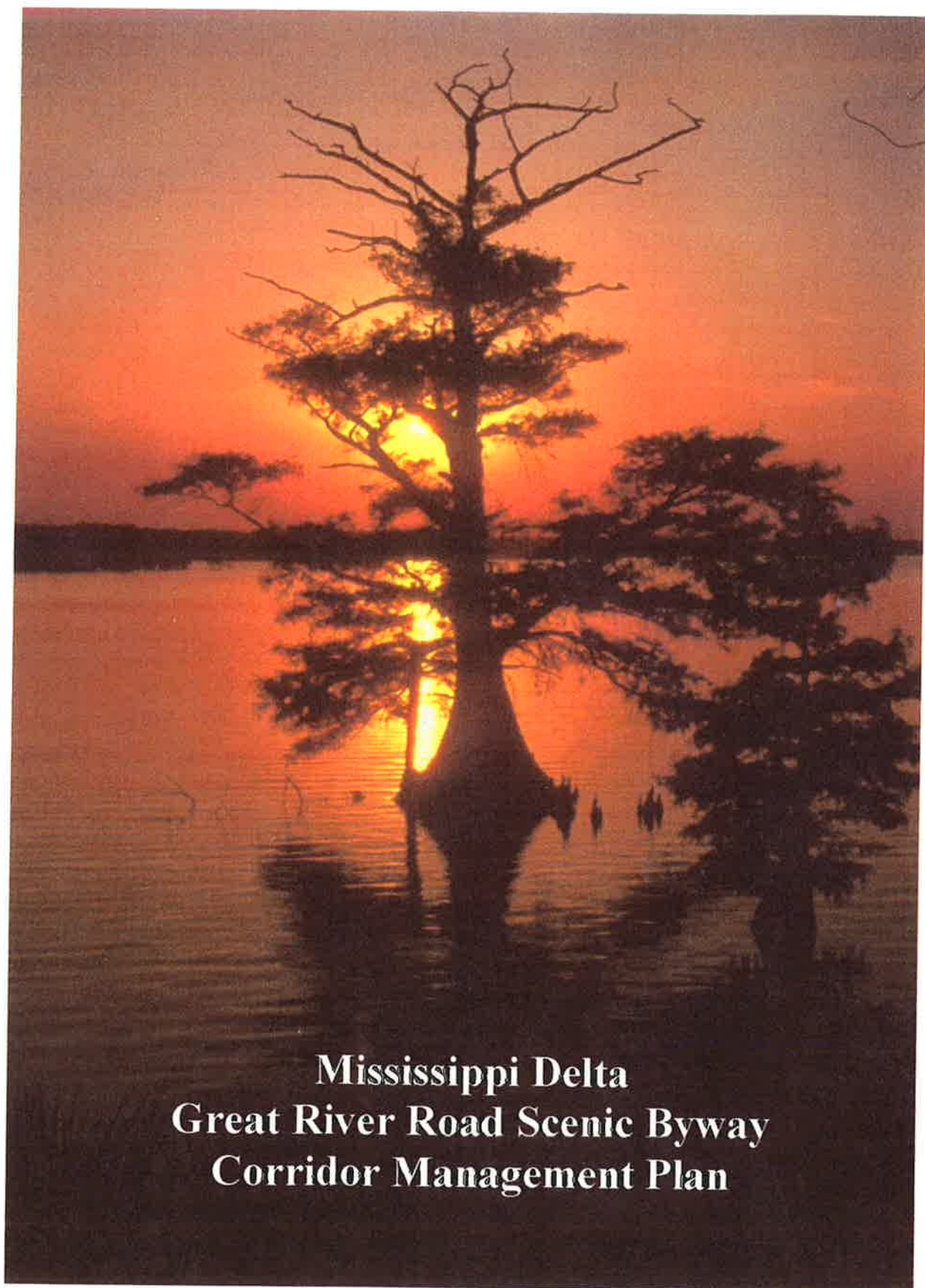




**Mississippi Delta
Great River Road Scenic Byway
Corridor Management Plan**

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Table of Contents

Executive Summary	Page 1
History and Prehistory of the Delta	Page 2
Scenic Byway Design and Maintenance	Page 3
Commercial Segmentation	Page 3
Byway Committee Structure	Page 3
Byway Coordination & Development	Page 3
Scenic Byway Signage	Page 4
Great River Road Map	Page 5
Intrinsic Quality Assessment	Page 6
Natural	Page 6
Historic	Page 10
Archeological	Page 19
Cultural	Page 26
Recreational	Page 29
Mississippi River Trail (Biking trail) Map	Page 31
Scenic	Page 32
Interpretive Plan	Page 33
Development Plan	Page 35
Support Letters	Page 36
County Maps	

Mississippi Delta Great River Road Scenic Byway Corridor Management Plan

Executive Summary



The Mississippi Delta Great River Road Scenic Byway runs along the Mississippi River beginning at the Helena Bridge at the north to the Issaquena-Warren County line at the south. The route runs approximately 175 miles through the counties of Coahoma, Bolivar, Washington, Sharkey and Issaquena. With the exception of Sharkey County, the route dissects each of these counties from north to south.

The route is part of the Great River Road, which runs along both sides of the Mississippi River from the headwaters at Lake Itasca in Minnesota to the mouth of the river at the Gulf of Mexico. The Great River Road is overseen by the Mississippi River Parkway Commission, which is made up of appointees from the ten states that the river flows through or beside. The commission is active in environmental and transportation issues that concern the river. The commission is also charged with marketing the route both domestically and internationally.

Although the farmlands and forests surrounding the route are considered to be among the richest on Earth the area is as well known for its poverty as for the richness of the soil. A journey along the Mississippi Delta Great River Road Scenic Byway allows visitors the opportunity see first hand why this region is often referred to as the most southern place on earth.



The true richness of the region can be found in the landmarks and legends that continue live through the residents of today. The people of the Delta remain loyal to these remarkable stories of resilience and recovery, of hope and hopelessness and of defeat and determination.



From these extremes was born a creative spirit that can be found in the music and literature of the Delta. The Gospel and Blues music of the Delta set the stage for the development of Twentieth Century popular music. From these truly unique musical forms came Jazz, Rock 'n Roll and Country music. Born in the fields of the Mississippi Delta, the music has reverberated around the world and continues to bring international recognition to the region. Tennessee Williams, William Alexander Percy, Walker Percy, Shelby Foote and hundreds of other authors have called the Delta home. The remarkable stories of the Delta were also the inspiration for many of the works of other authors, including William Faulkner and Eudora Welty.

The viewshed of Mississippi Delta Great River Road Scenic Byway has an abundance of intrinsic scenic, natural, historic, cultural, archeological and recreational qualities that make it one of Mississippi's and America's most memorable roads. The advisory committee of the byway sincerely believes that marking and marketing the route will be an economic development tool that will benefit the entire region.



From these intrinsic qualities the committee will develop and marketing themes that will incorporate Native American culture, plantation life, African-American culture, music, literature, agriculture, Civil Rights and the Mississippi River. A journey through the Delta is a journey through the history of America. It is our mission to make this journey a destination. The Mississippi Delta Great River Road Scenic Byway will work with the Lower Mississippi Historic Byway to market the entire route from Helena to Woodville providing visitors with a continuous experience of life on the Mississippi.

History and Prehistory of the Mississippi Delta

The Mississippi River is the life-sustaining aorta of the great North American heartland. Together with its main tributary, the Missouri, it stretches for more than 4,000 miles, drains almost half of the continental United States (everything between the Appalachian and Rocky Mountains), carries to the Gulf of Mexico water from more than fifty navigable rivers and streams, and discharges more than 300 times as much water as England's River Thames. Among the great rivers of the world, it is rivaled only by the Amazon. For thousands of years, the Mississippi, like the Nile and the Yellow Rivers, has supported life and movement of human inhabitants along its banks. Its waters, in addition to supplying food for its people, have facilitated their movement from place to place as well as the transportation of their goods. The river has encouraged the development of civilization at favorable locations along its course. In historic times, it has promoted immigration and settlement of the fertile agricultural lands made rich by its periodic flooding. In more recent times, the establishment of the Great River Road, closely following the course of the historic artery, has encouraged Mississippians, Americans and international visitors, to retrace and



revisit the history of man's relationship with the majestic Mississippi River. Perhaps the Native Americans described it best as The Father of Waters.

Scenic Byway Design and Maintenance Standards



The Mississippi Delta Great River Road runs along the Mississippi River, entering the state at the Helena Bridge on U.S. Highway 49. The route runs a very short distance before continuing on Mississippi Highway 1 to the intersection of U.S. Highway 61 at Onward. The route continues on U.S. Highway 61 to the Issaquena-Warren County line just north of Vicksburg. The route is in excellent condition due to recent resurfacing by MDOT. Intersection and directional signage, as well Great River Road identification along the route allows for easy in travel. The entire length of the route with the exception of from Broadway Ext. on the northern edge of Greenville to Wayside is two-lane.

Additional signage will be necessary to mark scenic, natural, historic, recreational, cultural and archeological sights along the route, although many are already marked. The advisory committee will work with MDOT and local jurisdictions to establish and maintain a well marked, visitor friendly route.

Commercial Area in Greenville Area to be Segmented

Due to the importance of the commercial area located between North Lake Ferguson Road at the northern end of Greenville to the Great River Road's intersection with Mississippi Highway 438 at Wayside, this section will be excluded due to the occurrence of outdoor advertising.

Mississippi Delta Great River Road Scenic Byway Committee

County Committees: Byway committees are being formed in each of the five counties along the byway. The committees consist of county and municipal representatives, stakeholders, attractions employees and tourism offices.

Byway Committee: The Mississippi Delta Great River Road Byway Committee will consist of one representative of each of the five county committees. A representative of the Mississippi Division of Tourism's Cultural Heritage program and a representative of the Planning Division of the Mississippi Department of Transportation will be asked to join the committee as ex-officio members.

Byway Coordination Meetings

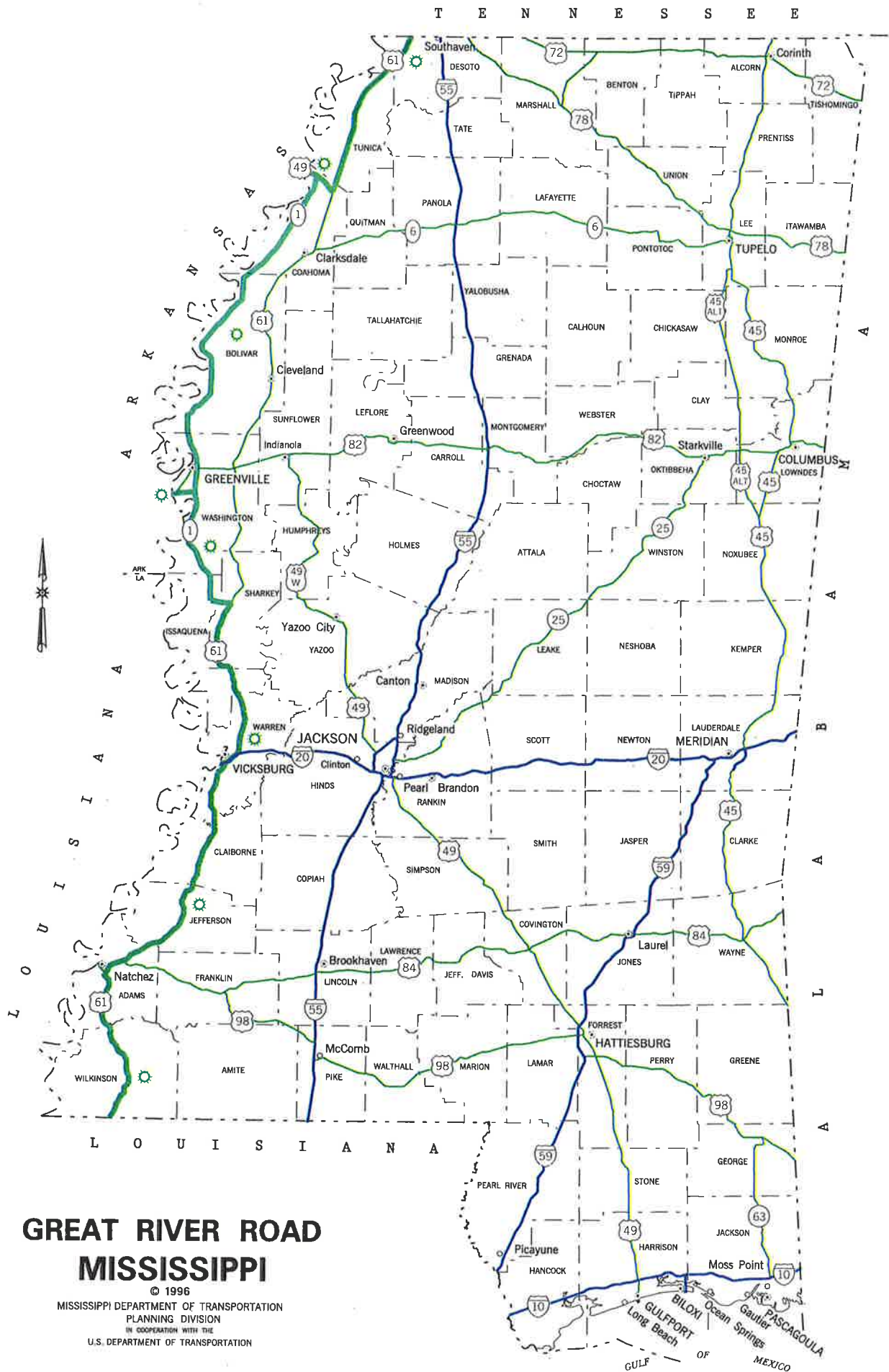
Byway organizational and coordination meetings have been conducted in Friars Point, Gunnison, Rosedale, Greenville, Glen Allan, Rolling Fork and Mayersville. Committee representatives have met with stakeholders along route and with the county

boards of supervisors. Newspaper advertising was used to promote meeting as well as region wide television.

Scenic Byway Signage

The importance of signage is cannot be overstated. The success of the visitor experience and the potential for repeat visits depends on the quality of the signage along Mississippi's scenic byways. It is vital that the signage of the Great River Road's southern route, The Lower Mississippi Historic Highway and The Mississippi Delta Great River Road Scenic Byway be consistent.

With safety being of primary concern all signage should be designed and placed in accordance with the *Manual on Uniform Traffic Control Devices*. Uniform accordance would apply to all directional, regulatory, warning and speed advisory signs. The standard would apply to the entire route.



The Mississippi Delta Great River Road Scenic Byway

INTRINSIC QUALITY ASSESSMENT

NATURAL QUALITIES

Upon entering the proposed byway from any gateway the visitor is immediately emerged in the agricultural abundance of the region. A variety of crops that are planted and harvested in different seasons of the year provide an ever-changing landscape. From the lush green wheat fields of the early spring to snow white fields of cotton in the early fall. Along much of the route the Mississippi River levee forms a backdrop for the flora and fauna of the region. Forests, rivers, lakes and bayous provide opportunities

for viewing a wide variety plants and animals that are unique to the region. The Delta's location on the Mississippi flyway of migrating birds makes it one the best birding areas



of the nation. The Audubon Society's Annual Bird Count has charted more species in Washington County than in other inland county in the nation. The land itself is of great importance having been formed by thousands of years of flooding from the Mississippi and other rivers depositing topsoil that is some places more than 100 feet deep. It was the richness of the soil that first made the early planters willing challenge the temper of Old



Man River and Mother Nature to carve out their empires in a land where cotton would grow to become king. The flat terrain of the Delta allows visitors to see the horizon over both shoulders giving a panoramic view of the sky and the land.

Physiography and Geology of Mississippi The Delta

In the northern portion of the state above Vicksburg, the Great River Road is on the Mississippi Alluvial Plain, which is referred to as the "Delta." This plain is deposited by stream action but is not the river's true delta. The portion of the Mississippi Alluvial Plain that occurs in north Mississippi is a physiographic subdivision, called the Yazoo Basin. The Yazoo Basin extends from Memphis to Vicksburg and is bordered on the west by the Mississippi River and on the east by bluffs. The plain of the Yazoo Basin is considered a distinctive landform in the state. The topography is what at first would appear to be a flat monotonous plain. In elevation, the plain descends from just over 200 feet above sea level at the Tennessee line to just



less than 100 above sea level at Vicksburg. A network of winding stream channels drains the plain southeastward to the Yazoo River that carries the drainage of the entire basin to the Mississippi River at Vicksburg. The alluvium many consist of loam, sand, gravel, and clay, alone, or in any combination, at any give location.

What seems to be that flat monotonous plain is actually very complex. The geographic history, which resulted in today's appearance, includes processes not actually occurring in Mississippi. During the ice age, climatic conditions produced continental glaciations. As the last ice sheet covering much of North America as far south as near Cairo, Illinois, began to retreat, the sea level rose. This rise in sea level, around 20,000 years ago, resulted in the deposit of the sediment produced when the glaciers melted. Water produced by the melting glacier brought the sediment down the Mississippi River.

That sediment gradually built up a sequence of braided-stream deposits that can still be found in some localities today. A braided stream is a network of several, small, branching and reuniting channels separated by islands or bars. When sea level has approached its present-day level some 4,000 years ago, the volume of the glacially produced sediment had decreased and the major river had changed from a braided system to their present meandering character. At that time, the present-day, almost level floodplain was taking its present form. Only a few surfacial deposits in the floodplain are thought to be more than about 5,000 years old. Within the Yazoo Basin, the formation and abandonment of several ancient meander belts of two large rivers occurred. A meander belt is a zone along a flood plain across which a meandering stream shifts its channel from time to time. The rivers that produced the meander belts may have been the ancestral Mississippi and Ohio Rivers, if the Ohio was a tributary to the Mississippi near Vicksburg, or two separate channels of the ancestral Mississippi River. The migration of these rivers within their meanders and their eventual diversion to other courses, where they built new meander belts, provided several diverse although subtle features.



In detail, the surface of the Yazoo Basin is subdivided into point bar (low ridges of sand and gravel developed on the inside of the meander), abandoned course (long channel segment along which flow no longer occurs when an entire stream changes course), abandoned channel (short channel segment which has been "cutoff" from flow in the remainder of channel), back swamp (swampy, depressed area in the floodplain with poor drainage due to natural levees), and braided stream deposits. Each deposit represents an environment in which its constituent materials were deposited in a specific manner. Additionally, the slightly higher, better drained areas along courses of modern streams and abandoned stream courses are the gently

sloping natural levees (not to be confused with man-made levees). The slightly higher strips obstruct the flow of water resulting in the swamps in relatively lower areas (back swamp). The general topography is also modified by the sinuous shifting courses of streams and oxbow or crescent-shaped lakes resulting from a change in a stream's course (an abandoned channel).

The Mississippi River and Levee System

In order to claim the Delta for agricultural investment the Mississippi River had to be contained. To do so, the Mississippi River was contained by a system of levees. Men with buckets, shovels and mules constructed the Mississippi River levee system in the Delta before the days of high-powered earth moving equipment. Today the Mississippi River Levee system stands taller and is longer than the Great Wall of China. A marvel in itself, the levee blocks views of the main channel of the river. The river can, however, be viewed and accessed at several locations along the proposed byway. The river can be viewed from the levee in downtown Friars Point and from number of public access boat ramps along the river. Great River Road State Park at Rosedale and Warfield Point Park in Greenville provide opportunities for viewing and accessing to the river as well for camping and RV hookups.



Lakes and Rivers along the Mississippi Delta Great River Road:



The Mississippi River
The Yazoo River
Moon Lake
Lake Beulah
Lake Bolivar
Lake Lee
Abermarle Lake
Blue Lake

The Sunflower River
Deer Creek
DeSoto Lake
Lake Whittington
Lake Ferguson
Lake Washington
Barge Lake

National Forests, Wildlife Management Areas and Refuges



The natural beauty of the Delta can also be enjoyed in the Southern hardwood forests and wildlife refuges along the route or within a 10-mile drive of the route. These include Dahomey National Wildlife Refuge in Bolivar County, Stoneville Wildlife Management Area, Yazoo National Wildlife Refuge, and LeRoy Percy State Park Wildlife Management Area in Washington County, Anderson-Tulley Wildlife Management Area, Shipland Wildlife Management Area and Mahannah Wildlife Management Area in Issaquena County, and Twin Oaks Wildlife Management Area, Sunflower Wildlife and Waterfowl Management Area, and the Yazoo National Forest in Sharkey County.



The Theodore Roosevelt Wildlife Refuge Complex



President Bush has signed into legislation a bill that will change the name of the Central Mississippi Wildlife Refuge Complex to The Theodore Roosevelt National Wildlife Refuge Complex. It will use 6,600 acres near Onward and purchase additional lands to create the Theodore Roosevelt National Forest. It will rename the newly created 18,000-acre Bogue Phalia National Wildlife Refuge in

Washington County, The Holt Collier National Wildlife Refuge, which will be the first and only National Wildlife Refuge named for an African-American. The bill authorizes \$6,000,000 for the Holt Collier Wildlife Interpretation and Education Center to be located at the center of the Theodore Roosevelt National Forest.

HISTORIC QUALITIES

The historic qualities of the Mississippi Delta run as deep as its legendary topsoil. The entire region is of historic significance in that it made cotton the king of the agriculture industry of this nation. Much of the history of the region is based on numerous natural and cultural events that shaped the Mississippi Delta but perhaps the most significant historic events center on the mechanization of agriculture and the taming of the river.

From Hard Labor to High-tech Farming

From its earliest farming efforts through the first half of the Twentieth Century, the Mississippi Delta struggled to populate the region with the work force necessary to maintain labor-intensive farming practices. As the Civil War brought an end to slavery, planters of the region established a system of sharecropping which brought with it a new set of problems to be dealt with by the planters as well as the sharecroppers themselves. The desire for cheap labor caused many planters of the region to import workers from China, Italy and Mexico.

As demand for cotton increased and the labor force decreased the planters of the Delta were instrumental in the development of mechanized farming. The first mechanized cotton picker was used at Hopson Plantation near Clarksdale. From that time to present day the Delta has been a leader in agriculture research and development.

The United States Department of Agriculture and Mississippi State University Research facility located in Stoneville, Mississippi, is the largest agriculture research facility in the country. Each day in tiny Stoneville over 120 research doctors continue research that affects every aspect of modern farming.

The Delta Conservation and Demonstration Center located just off the Great River Road at the Mid-Delta Regional Airport maintains research plots of crops that are grown in the Mississippi River Valley. The center open to the public and welcomes tour buses and groups.

Taming the River

Harnessing the river and harvesting its gifts required cutting the bottomland timber and draining the swamps. But that was just the beginning. To keep the river



from reclaiming the land, complex levee systems, the tallest and longest in the world had to be constructed. All along the route the levee system can be seen, obstructing views of the river. In some places the levee is in the distance and some it an integral part of the route.

Theodore Roosevelt's Delta Bear Hunt

Greenville native, Holt Collier, a former slave who fought for the confederacy during the Civil War, is perhaps best remembered for guiding President Theodore Roosevelt on a bear hunt near Onward in Sharkey County in 1902. Roosevelt was unable to shoot a bear so Holt Collier went into the woods and captured a young bear and tied it to a tree. Roosevelt refused to kill the captured bear. The news of Roosevelt's refusal to kill the bear spread rapidly and become the subject of several political cartoons, which reportedly spurred Brooklyn, N.Y., candy store owner Morris Michton to create a stuffed toy bear, which he called "Teddy's Bear" with the presidents permission. It was the beginning of the teddy bear industry. Festivals are held in Rolling Fork and Onward to commemorate Roosevelt's great Delta bear hunt.



Historic Inventory

Coahoma County

Hopson Plantation: Located just outside of Clarksdale, this 20th Century plantation was the first to employ mechanized cotton production in Mississippi. It is also the site of the Shack Up Inn B&B (bed and beer). A 1930's commissary, gin, tractor shed and seed storage buildings compose the site. In addition, several board and batten shotgun style tenant houses serve as rental units for the B&B.

Mississippi River Bridge, Helena: The last of the bridges between Memphis and New Orleans to be constructed across the Mississippi River, the span connects Helena to Lula and Friars Point was opened to traffic in July 1961. Built at cost of \$14 million and financed by state and federal funds, the main span of the steel truss construction is 3,108 feet long and is situated 60 feet above the river's high water levels. Six caisson piers support the bridge, which is just under one mile in length.

Friars Point Community: This historic town is one of the last antebellum communities and river ports still situated on the Mississippi River. The town has been designated as a National Historic District. The inventory of historic sites in Friars Point include:



Robinson-Slack-Marinelli Home: Built ca. 1848, the Robinson house was the center of Friars Point social life in the antebellum years. During the Civil War, the house served as the headquarters of Union officer Napoleon Bonaparte Buford. The house still bears the mark of a minnie ball fired from a Union rifle.



North Delta Museum: This museum displays numerous exhibits of life in Friars Point and the Delta, from Native American artifacts to 20th Century exhibits to farm machinery.

Commercial Buildings: Old Ice House, Old Depot and 501, 601, 603, 605, 607, and 649 Second Street buildings.

Homes:

- ca. 1900 390 Second St.
- ca. 1935 384 Second St.
- ca. 1910 349 Second St.
- ca. 1940 213 Second St.

Churches: ca. 1870 Old Catholic Church – 101 Second Street
ca. 1915 Methodist Church – 208 Second Street

Clarksdale Historic Building Inventory:

Cutrer House	109 Clark Street	
Clark House	211 Clark Street	Operates as B & B
Carr House	221 Clark Street	
Brewer House	220 Clark Street	
Paige/Luckett House	227 Clark Street	
Crawley House	235 Clark Street	
Gov. Brewer House	41 John Street	

Ellis House	56 John Street
Walter Clark House	415 Court Street
Jewish Temple	69 Delta Street
Alcazar Hotel	157 Third Street
Clarksdale City Hall	416 Third Street
G.T. Thomas Hospital	615 Sunflower Street
Paramount Theater	258 Yazoo Street
Garmon Ice Cream Co	312 Yazoo Street
Delta Blues Museum	
Childhood Home of Tennessee Williams	
Clarksdale Bus Station	
Grange Cemetery	

Bolivar County

Andrew Jackson Donelson House: Located along the banks of Huspucknea Creek two and half miles southwest of Duncan, this deteriorated provincial Greek Revival style home is reported to be the oldest structure in Bolivar County. It was the home of Andrew Jackson Donelson, notable soldier, lawyer, politician, diplomat and nephew of President Andrew Jackson. Due to the lack of tax and land records, it is impossible to assign a specific construction date to the home.



Grace Episcopal Church: Located at 203 Main Street (Great River Road) in Rosedale, small carpenter style Gothic structure, built ca. 1879, is the oldest existing church in Bolivar County.

Walter Sillers, Sr. House: Located at 307 Levee Street in Rosedale, this ca. 1889 Queen Ann style residence sits directly across the road from the levee. Sillers was a prominent figure in the local and state Democratic Party, a wealthy planter, an advocate for crop control policies via the development of planter cooperatives, and an advocate for innovations in location, design and construction of the levee system.

Rosedale City Hall: Located on the northwest corner of Court and L Streets, this ca. 1900 structure originally served as a bank.

Dahomey Plantation: Founded in 1833 by F.G. Ellis, this plantation probably received its name from slaves who were broth from the ancient African kingdom of Dahomey. New Orleans planter James Richardson purchased the plantation in 1888 and turned Dahomey into one of the largest plantations in the world. The plantation commissary is located on the Great River Road.

Old Paved Road: First paved road in the Delta, the second in the state of Mississippi, and supposedly the third in the nation; proceeds for 2.5 miles from Lamont to just north of Winterville Mounds and a similar section near Lake Washington. Paved ca. 1915, it ran from Memphis to Onward.



Doro Plantation: In return for dedicated political service on behalf of Bolivar County, future Confederate General and Mississippi Governor, Charles Clark, received a tract of land near Beulah. Following his distinguished service in the Mexican War, Clark quit his law practice in Fayette and established Doro Plantation.

Delta Farm Cooperative: This experiment in cooperative farming and racial collaboration, from 1936 to 1956, was located at Hillhouse. Originally known as Sherwood Farm and the Peoples Plantation, the site of the farm would later be called Rochdale in honor of the noted British example of cooperative economic ventures. The goal of the farm was to provide a refuge for the evicted and harassed Arkansas sharecroppers who were connected with Southern Tenant Farmers' Union.

Delta and Pine Land Company: Located at Scott, on the Great River Road, Delta and Pine Land Company was established in 1886. In 1978, it became U.S. owned when Roger Malkin and other American investors bought the company from Courtauld's, a British conglomerate. In 1993, it became a public company listed on the NASDAQ exchange. It acquired Paymaster Cottonseed in 1995 and moved to listing on the New York Stock Exchange (symbol: DLP) in 1996. It was the first company to introduce transgenic cottonseed featuring the Bollgard or "Bt" gene technology under license from Monsanto. This is recognized as the most successful new variety launch in history and was the first time transgenic technology was effectively introduced for a major row crop. It is the largest producer of cottonseed in the world.



Burrus House: Known locally as "The Baby Doll House, the Burrus House is located on the west of state route 448 one-quarter mile south of Benoit, this deteriorated vernacular Greek Revival mansion was constructed ca. 1858-1861 by John C. Burrus, who was one of the first settlers in Bolivar County following the Treaty of Dancing Rabbit Creek signed in 1830. The residence is also known as Egypt Ridge, due to its elevated position that saved from a flood 1844; the plantation name is Hollywood. In 1955, Warner Brothers filmed a significant portion of Tennessee Williams's Baby Doll at the Burrus House. Behind the residence is a ca. 1840's log cabin.

Dockery Plantation: Here was the birthplace of Blues music, where Charley Patton, one of the pioneer Bluesmen, came in the 1890's to live and play music. His song "Peavine Blues" made famous the cotton railroad line that ran from Dockery to Rosedale,

through Boyle and Cleveland. Other Bluesmen associated with Dockery Plantation were Henry Sloan (Patton's mentor) and Howlin' Wolf (Patton's protégé).

Other Notable Bolivar County Historic Sites:

The City of Mound Bayou	Mound Bayou
Issiah T. Montgomery House	Mound Bayou
Mound Bayou Bank	Mound Bayou
Tabrian Hospital	Mound Bayou
Mound Bayou Cemetery	Mound Bayou
U.S. Post Office	Cleveland
Cleveland Depot	Cleveland
Shelby Depot	Shelby
Clark Cemetery	Beulah
St. Peter's M.B. Church	Beulah
Concordia Cemetery	Gunnison
Rosedale Cemetery	Rosedale
Bolivar County Court House	Rosedale



Washington County:

Belmont Plantation House: Located on the Great River Road at the intersection of Highway 438 on the northeastern edge of the Village of Wayside. Built ca. 1857 for William W. Worthington, Belmont is one of the last antebellum homes still standing in the Delta. The Worthington family was one of the wealthiest in the state and played a pivotal role in the development of Washington County, especially in levee building.

Mount Holly: Located on the shore of scenic Lake Washington in the Foote community, Mount Holly is a 30-room Italianate style mansion built ca. 1855-1859 for Margaret Johnson Erwin. Civil War historian, Shelby Foote lived at Mount Holly during his childhood.



Linden: Located near Glen Allan, the home is operated as Linden-on-the-Lake, a bed and breakfast. Built ca. 1914, this Colonial Revival mansion was erected on the General Wade Hampton's ca. 1850 home.



Junius R. Ward House: Located in the Erwin community on Lake Washington, this privately owned modest wooden structure is thought to be the oldest structure in Washington County. Built ca. 1830 by planter Junius R. Ward, the first to settle at the head of the lake, is indicative of early

19th Century vernacular architecture in Mississippi. Descendents of the original owners still live in the house.

Longwood: Located near Lake Washington, this plantation home built ca. 1840's was saved from destruction by being moved to other locations, once in 1854 and again in 1885. In 1879, the plantation was involved in labor troubles, known as "Kansas Fever" and the "Camping Nuisance," in which freed slaves were urged to emigrate to Kansas for political reasons.



Everhope Ruins: Located near Chatham on Lake Washington, this home burned in 1992, leaving a large a large brick shell for ruins. The home was originally constructed ca. 1830 by Andrew Knox.

St. John's Episcopal Church Ruins: Located in Greenwood Cemetery overlooking Lake Washington in the Glen Allan community, St. John's was constructed ca. 1854-1857. Among founders of the church was Wade Hampton, who was one of the largest slaveholding planters in the South, and who would become Confederate general, governor and senator from South Carolina. During the Civil War, the leaded windows were used to cast Confederate bullets, thus exposing the interior of the church to the weather; the structure subsequently deteriorated. Attempts to restore the church were halted when a tornado tore the building apart in 1904. The ruins of St. John's is one of the Delta's most photographed historic sites.

Live Oak Cemetery: Located one block south of the intersection of Main St. Ext. and Reed Road in Greenville, Live Oak Cemetery, is one of the oldest African-American Cemeteries in the Delta. It is final resting place of Holt Collier, Theodore Roosevelt's guide on the legendary bear hunt at Onward, and of Bishop Lampton, the only African-American Bishop from Mississippi as well the graves of many slaves.

Other Notable Washington County Historic Sites:

LeRoy Percy State Park:	The state's oldest and largest state park.
The Finlay House	ca. 1872
The Wetherbee House	ca. 1870
Hollyknowe House	ca. 1922
Griffin-Spragins House	ca. 1830
Leavenworth-Wasson House	ca. 1913
Fred Cooke House	ca. 1898
Walter Swain Home	ca. 1905
Burdette House	ca. 1898
Sacred Heart Catholic Church	ca. 1928
St. Joseph's Catholic Church	ca. 1907
Hebrew Union Temple	ca. 1908



New Hope Missionary Baptist	1918
Mt. Horeb M.B. Church	formed 1864
St. Matthew A.M.E. Church	formed 1867
First National Bank of Greenville	formed 1887
Delta Democrat Times Building	1881
Bank of Washington	1903
Leland U.S. Post Office	1938
Washington County Court House	1894
Mississippi Levee Board Complex	1883
Columbus & Greenville Depot	1880
Chatham Cotton Seed House	1880's

Washington County Museums:

Old Number 1 Fire House Museum
 Greenville History Museum
 The Birthplace of Kermit the Frog
 Greenville Air Base Museum
 Union Hebrew Temple Museum



Historic Districts:

Washington Avenue-Main Street Historic District
 Greenville Downtown Historic District
 Gamwyn Park Residential Area

Sharkey County:

Mount Helena: In Mount Helena, a small community about three miles north of Rolling Fork, is highly visible. The site consists of three mounds, the largest of which has a plantation home, Mount Helena, on its summit.

A description of the site as it appeared in 1917 by owner George Harries was provided by Calvin Brown in 1926. At that time, the largest mound was described as being about 25 feet high and rectangular in shape with the basal dimensions being 270 feet by 210 feet. Prior to building the house, Mr. Harris removed ten feet from the summit, from which no artifacts were found, and added the fill to the north and south ends of the mound. The other two mounds were described as being considerably lower and one was said to yield aboriginal artifacts.

In 1950, Phillip Philips visited Mount Helena and conducted a survey of the site that included mapping and the collection of artifacts. The artifacts collected during this survey indicate that the site was occupied during the early Coles Creek Period (AD 800-900).

Phelps House: Located on Highway 61 on Deer Creek, this structure, also called Nitta Yuma Cottonlandia, was selected as a "passport stop" by the Mississippi Economic

Council's Passport to Mississippi History Program. The home was built in 1768 as a carriage house for the Vick family, founders of Vicksburg.



John Cameron House: Situated on the west side of U.S. 61 in Nitta Yuma, this residence was moved to its present location from a nearby plantation. The home is a significant Greek Revival structure built by Cameta Plantation owner John Cameron in the 1830's or 1840's.

Sharkey County Courthouse: This Neoclassical and Renaissance Revival style was constructed in 1902.



Issaquena County:

Valley Park Railroad Museum: Located south of Onward, the museum sits on the old Yazoo and Mississippi Valley Railroad bed and features a collection of late 1800 and early 1900 railroad cars and artifacts.



William Hester Brown House: Located in Addie, this raised cottage was built in the mid-19th Century for Robert J. Turnbull, a New York investor who established a cotton plantation known as Riverdale. The house is an excellent example of the raised cottage with high ceilings, large central hallway that gives access to parlor, dining room, and bedrooms. The cottage is shelter on three sides by porches. Turnbull sold Riverdale to the William Hester Brown in 1905, and the house remains in the family today.

The Mississippi Delta Great River Road Scenic Byway

ARCHEOLOGICAL QUALITIES

Since the late 1940's, the sequence and development of prehistoric Indian cultures in the eastern United States has generally been sorted into four major divisions, arranged from the earliest evidences of occupancy between 12,000 and 10,000 B.C. through initial European contact in the first half of the sixteenth century. The divisions of this 12,000 – 14,000 year continuum are called “stages” by archeologists, because each begins and ends with seeming major changes in both lifeways and the material culture or artifacts associated with them. In recent years, a fifth stage, Gulf Formational, has been proposed to encompass the earliest pottery-making cultures in the Gulf Coastal Plain and Lower

Mississippi Valley, which do not fit well within the original four divisions.



The earliest stage is Paleo-Indian, dating from at least 12,000 B.C. through about 8,000 B.C. Following are the Archaic Stage (8000 through about 1500 B.C.), the Gulf Formational Stage (1500 to 200 B.C.), the Woodland Stage (200 B.C. to A.D. 900), and the Mississippi Stage (A.D. 900

through 1550). These stages are divided, usually using the modifiers early, middle, and late, into smaller units such as Early Archaic. Sometimes these sub-divisions of stages are called periods; in other cases, periods within stages are given the name of the dominant cultural type such as the “Coles Creek Period” in the lower and middle Mississippi Valley.

While broad trends can be seen throughout the southeastern U.S., beginning and ending dates of the various stages and periods can vary considerably from area to area. For example, the earliest Mississippian culture occurs in the Mississippi Valley, somewhere around AD 900, while other areas continue having a “Woodland” lifestyle for several hundred more years. Early Gulf Formational is only found in Florida and Georgia, while the rest of the southeast continued in the Archaic. This system of stages, periods, and cultures can be confusing even to archaeologists since the details of it are constantly changing as additional information comes to light. Complicating the system even more, smaller subdivisions are also used, but these smaller archaeological units will not be used here except in passing. Like all systems of terminology used to classify human behavior, cultures, or societies, the system used in the southeastern United States by archaeologists does not work everywhere or at all times, and can best be considered a rough framework that reflects current interpretations of the relationships between artifacts, sites, and the people who produced them so many years ago.

Archaeologists make use of changes in artifact types to plot the flow of societies through time. Two types of artifacts have the most utility for setting up time and culture

periods. The first are what archaeologists call "projective points" but what most people call arrowheads. We now know that only some of the smallest types of projectile points were actually used on arrows, while the larger versions served as spear points or knife blades. The important thing is that the shape and characteristics of manufacture of projectile points changed through time, and this sequence is



known through most of eastern United States. The second artifact type of value for studying time and the progression of cultures is earthenware pottery. Two major characteristics of this pottery changed through time. The first is the type of material added to the clay to strengthen it and help relieve the stresses that build up when the pottery is fired. This added material is called temper, and pottery can be classified as sand-tempered, fiber-tempered, shell-tempered or some other. The second set of characteristics is the shape of the overall pottery vessel and the way in which it is decorated. As might be imagined, there is a wide variety of vessel shapes, ranging from crude bowls to realistic human effigies, that were decorated by stamping with various implements, drawing incised lines on the wet clay, and several kinds of painting, to name just a few methods. By looking at an individual pottery shard, an archaeologist familiar with the area can generally determine, within at least a few centuries when the pot was made.

Archaeological Inventory

Coahoma County

Barbee Mound: The Barbee Mound is a small conical mound located on the east side of Highway 61, southeast of Lula and approximately one half mile north of the junction of Highways 61 and 49. The mound is surrounded by plowed fields but remains in good condition, no doubt due to its use as a modern cemetery. Other than dating the site to the Baytown and Mississippian periods, little is known about the Barbee Mound as no formal investigations have been conducted.

Salomon Mounds: The Salomon site is located northeast of the town of Coahoma on Coahoma-Rich Road less than one mile off Highway 61. The site consists of three mounds that are aligned along the southeastern bank of Hull Brake.

The Salomon Mounds were first described in 1926 by Calvin Brown, but it was not until 1947 that a map was produced by archaeologists who surveyed the site. Based on these earliest descriptions, it is known that the site once consisted of five rectangular mounds and six square mounds arranged around a plaza. Of those 11 mounds, only three are still in existence today.

Based on artifacts collected from the Salomon site, it is known that the site was occupied over a very long period of time, beginning in the Marksville period (AD 0-400) and continuing on through the Baytown (AD 400-700), to finally end in the Mississippian period (AD 1000-1500). Although the site is known to have been occupied at an earlier

date, it is likely that the major construction of mounds and the formal planning of site space did not take place until the Mississippian period.

Carson Mound Group (Including Stovall Mound and Montgomery Mounds):

The Carson Mound group is one of the largest and most interesting sites along the Great River Road. The mounds, which are spread out for over a mile east to west, are arranged in two distinct groups representing at least two different periods of occupation.

Bolivar County

Clark Mounds: The Clark Mound site is a small Mississippian mound center located approximately one and half miles off Highway 1, several miles south of the town of Beulah. The site as it appears today consists of one mound upon which a cemetery is found and artifact concentrations that indicate the location of two other mounds and an associated village.



Christmas Mound: Little can be said about the Christmas Mound site other than it is a small conical mound that can be seen as one drives through Bolivar County along the Great River Road. The mound, covered by small trees and vegetation, sits in an open field several hundred yards east of Highway 1 just south of the small community of Christmas. The site has never been excavated, mapped, or even surface collected. Hence, no information as its time of occupation and use is currently available.

Washington County

Arcola Site: The Arcola site is located about one and half miles south of the town of Arcola on old Highway 61. This is an impressive site that consists of three large rectangular mounds that clearly stand out above the expanse of plowed fields that surround them.

In 1926 Calvin Brown described the Arcola site as consisting of an arrangement of three large mounds, three small mounds, and two ponds that are believed to have been borrow pits that were dug for building materials during the construction of the mounds. The site is situated approximately 600 feet west of Deer Creek, a major stream upon the banks of which other mounds sites are located. Arcola has been classified as a "large ceremonial center" and ceramic artifacts collected from the site indicate that it was occupied during the Lake George Phase (AD 1400-1600) of the Mississippian Period.

Winterville Mounds and Museum: Under the umbrella of the Mississippi Department of Archives and History, Winterville Mounds is located six miles north of Greenville located directly on the Great River Road.



The Winterville site complex consists of flat-topped, rectangular ceremonial mounds of various sizes. The mounds are arranged around a 43-acre plaza, at the center of which is a 55-foot high mound, the largest at the site. There are no extensive village remains, indicating that the site was occupied mainly during ceremonies. It is likely that only members of the social elite, such as chiefs, priests and their retainers, were permanent residents of the site. Of the 23 mounds originally present, four were destroyed and several others reduced to remnants by agriculture and excessive grazing prior to the site's acquisition by the state. Nevertheless, this mound group remains one of the largest and best preserved in the southeastern United States. In recognition of its outstanding significance, the Winterville site has been designated a National Historic Landmark by the U.S. Department of the Interior.

Most of the mounds at the Winterville site were constructed during the Mississippian period, between AD 1200 and 1350. This intensive time of mound building reflects contact between local Indians of the Coles Creek culture and influences emanating from the great Cahokia site in Illinois, the largest mound center in the United States. Archaeological excavations were conducted at Winterville in 1967-68. The finds included structural remains, burials, and many ceramic and stone artifacts. From this evidence, the history of the site was reconstructed.

The Winterville Mounds Museum contains a large collection of archaeological artifacts including decorated pottery vessels, stone tools, and ornaments from Winterville and other regional sites.

Swan Lake Site: The impressive Swan Lake mound group is member of that small family of sites along the Great River Road that is in public ownership. Situated east of Glen Allan on the Yazoo National Wildlife Refuge, it is only 2.5 miles from the Great River Road on Refuge Road.

The mound group is located in the interior of the Swan Lake oxbow, a portion of the Mississippi channel that was abandoned prior to the mound-building period. While artifacts collected from the site indicate initial occupation during the Porter Bayou phase of the lake Marksville period beginning about AD 200, the mounds were not built until sometime later, during the Coles Creek period (AD 700-900) or, more likely the Mississippian Period between AD 1000 to 1700. No excavations have ever been carried out at Swan Lake.

Sharkey County

Rolling Fork Mounds: The Rolling Fork Mounds are located on the southern edge of the town of Rolling Fork, on the west side of Highway 61. The site consists of three mounds that have been lowered considerably from their original height, but one is still a prominent feature and can be seen rising above the surrounding delta lands.

In 1921 Calvin Brown visited the site and described an 85-foot tall mound. He also noted a slight elevation that extended out from the western base that, presumably, was the ramp. Based on artifacts collected from the site, construction and occupation of the Rolling Fork mounds occurred during the Late Mississippian Period (AD 1400-1540). Over 400 years later, in 1863, it was at the Rolling Mounds that Confederate soldiers under the command of Brigadier-General Winfield S. Featherston forced the retreat of a Union fleet under the command of General William T. Sherman and his infantry as part of a plan to attack Vicksburg from the north. Without the support of Navy fleet, Sherman continued south and, for a second time, unsuccessfully attacked Fort Snyder.

Carter Mounds: The Carter Mounds are located about one mile north of Rolling Fork, on west side of First Street. The site consists of two mounds covered by grass, the largest of which is approximately 18 feet high, and a surrounding village area. Because of farming, the original shape of the mounds is undetermined. The overall condition of the mounds appears to be good. The Mississippi Department of Archives and History conducted an evaluation and surface collection in 1995. Artifacts recovered during that survey indicate that the site was occupied during the late Woodland and Early Mississippian Periods (AD 700-1200).



Mount Helena: Mount Helena, a small community about three miles north of Rolling Fork, is highly visible. The site consists of three mounds, the largest of which has a plantation home, Mount Helena, on its summit.

A description of the site as it appeared in 1917 by owner George Harries was provided by Calvin Brown in 1926. At that time, the largest mound was described as being about 25 feet high and rectangular in shape with the basal dimensions being 270 feet by 210 feet. Prior to building the house, Mr. Harris removed ten feet from the summit, from which no artifacts were found, and added the fill to the north and south ends of the mound. The other two mounds were described as being considerably lower and one was said to yield aboriginal artifacts.

In 1950, Phillip Philips visited Mount Helena and conducted a survey of the site that included mapping and the collection of artifacts. The artifacts collected during this survey indicate that the site was occupied during the early Coles Creek Period (AD 800-900).

Issaquena County:

Aden Site: Located about one mile east of the town of Valley Park, on Deer Creek Road, is a small group of rectangular platform mounds that is known as the Aden site. The site is situated on the south side of Jefferson Davis Bayou and consists of three mounds and a small plaza.

The mounds are located in farmland. Pottery shards recovered from Aden indicate that the site was occupied during three different time periods: the Late-Marksville Period (AD 100-300), the Coles Creek Period (AD 700-1000), and the Late Mississippian Period (AD 1200-1450). Although several periods are represented, Coles Creek artifacts represent the primary occupation and the triangular arrangement of the mounds around the plaza is typical of that culture.

The Aden site is the “type site” for the Aden phase of the Coles Creek Period and its significance as an archaeological and historic resource was officially recognized in 1989 when it was added to the National Register of Historic Places.

Mayersville Mounds: The Mayersville Mound group is located less than a mile south of the town of Mayersville and several hundred yards west of Highway 1. It is a large Mississippian site with large and small mounds arranged around a plaza.

The Mayersville site once consisted of as many as 14 mounds. This number was reported by Dr. Eugene Smith in 1870, but it was not until 1950 that the site was surveyed and mapped by archaeologists who identified five major and six minor mounds. Today, however, only four mounds are in good condition while the rest have either been considerably reduced in size or completely destroyed. In addition, the site is now occupied by a small community of modest houses and outbuildings, with homes on six of the mounds. The four that remain are intact and are relatively undisturbed.



The largest mound is approximately 30 feet high and is overgrown with brush and trees. In the 1940's, a plantation home was built on the south side of the mound which was cut into and reshaped in order to accommodate construction. That home no longer remains but several historic graves are on the summit. Another mound is almost totally enveloped at its base by the banquettes of the levee but is otherwise in good condition with most of the summit occupied by cemetery.

Mayersville is an important site, giving its name to the “phase,” or group of Mississippian Period sites in this part of the Delta and was added to the National Register of Historic Places in 1980.

Grace Mounds: The Grace site is a small Mississippian mound center that is several hundred yards west of Highway 1 and to the southwest of Grace, the small community for which the site is named.



The site is situated on the east bank of Steele Bayou and consists of two mounds large mounds, one small one and another of questionable origin, possibly recent. The two large mounds are less than two hundred feet west of Grace Road and a house sits in between. One mound is about 200 feet in diameter and 40 feet high and was likely constructed as a rectangular platform but erosion has since altered its shape.

The other mound is approximately 150 feet by 115 feet at the base and is 16 feet high. Both mounds are covered with brush. The largest mound stands out clearly and can be seen from the Great River Road.

The Grace Mounds date to the Deer Creek and Mayersville phases of the Mississippian Period. Little else is known about the site as no formal excavations have been conducted and only one artifact of note, the "Issaquena Disc," is believed to have been found here in the 19th century.

The Mississippi Delta Great River Road Scenic Byway

CULTURAL QUALITIES

The culture of the Mississippi Delta evolved from human attempts to tame the land and the rivers. From the earliest mound-building Native American inhabitants, to French and Spanish dominion to fortune-seeking planters, the people of this region have always been dependent on the bounty of the land and rivers. Agriculture and timber continue to be the region's leading industries.

Following the Native Americans, the earliest settlers in the region where Anglo-Saxons, followed by Western European, Jewish, Lebanese, Chinese immigrants who primarily formed a merchant class.



The planters of the early 1800's first brought slaves from Africa to the region. After the abolition of slavery Chinese and Italians were brought to the Delta as sharecroppers. Much of the region's cultural heritage is derived from these later, non-Anglican residents.

An even greater cultural heritage is found in the music that defines the region. In this culture of extremes in wealth and poverty evolved two music forms, that although similar, Gospel is the music of the Lord and many who watched its development consider the other, the Blues, to be the music of the Devil.

A great deal of the cultural heritage of the area is preserved in the writings of the many authors who have lived in and have been influenced by the mystique of the Delta. The region has inspired its inhabitants in a multitude of creative endeavors since the arrival of Europeans. The works of many of the Delta's writers can be seen at the Greenville Writers' Exhibit in the William Alexander Percy Library in Greenville.

Musical Heritage

The music of the Delta attracts diverse audiences. From the juke houses of the early Twentieth Century to the great performance venues of today, the Blues continues to grow in popularity. Although alternative forms of entertainment such as radio and television have brought an end to the juke house culture, the music is still celebrated at a number of clubs and at numerous festivals throughout the region.



Music Festivals:

The Sunflower Music Festival
The Great River Road Festival

The Rosedale Blues Festival
The Highway 61 Blues Festival
The Mississippi Blues & Heritage Festival
Little Wynn Festival
The Deep Delta Blues Festival
The Crosstie Arts & Jazz Festival
The Rosedale Blues Festival

Clarksdale
Friars Point,
Gunnison,
Rosedale,
Greenville
Rosedale
Leland
Greenville
Greenville
Rolling Fork
Cleveland
Rosedale



Cultural Festivals

The Great Bear Affair
Mainstream Arts & Crafts Festival
Deer Creek Fall Festival
Leland Crawfish Festival
Delta Jubilee and BBQ Cooking Contest
Greenville Celebrates America
WWISCA Food Festival
Tennessee Williams Festival
Octoberfest
Octoberfest
Christmas on Deer Creek
Greenville Balloon Festival
Delta Wildlife Expo

Rolling Fork
Greenville
Leland
Leland
Clarksdale
Greenville
Greenville
Clarksdale
Cleveland
Gunnison
Leland
Greenville
Greenville



Blues Museums:

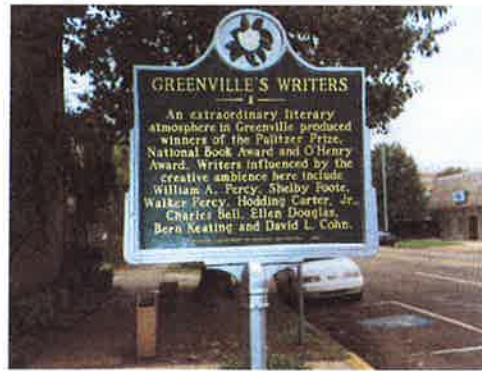
Delta Blues Museum
Highway 61 Blues Museum

Clarksdale
Leland

Literary Heritage:

America's premier playwright, Tennessee Williams, spent much of his boyhood in Clarksdale, ten miles east of Great River Road town of Sherard. Much of Williams' work is set in the Delta and uses people that he knew in the Delta as the inspiration for many of his characters. Each year in October Clarksdale hosts the Tennessee Williams Festival. The festival attracts visitors from throughout America and around the world.

It has been said that Greenville has produced more writers per capita than any city its size in the county. The Greenville Writer's Exhibit, located in the William Alexander Percy Library in downtown Greenville, celebrates the works of over 100 published authors who have called Greenville home including Pulitzer Prize winners Hodding Carter, Jr. and Shelby Foote. The literary heritage of the Delta is alive today through the works of such authors as Ellen Douglas, Ellen Gilcrest, Clifton Taulbert and Steve Yarborough.



Foodways:

The food of the Mississippi Delta is a unique blend of the many cultures that settled the region. From kibbee and grape leaves at the Rest Haven Restaurant in Clarksdale to the world famous tamales at Doe's Eat Place on historic Nelson Street in Greenville, the food of the Delta is legendary. Mississippi's oldest Chinese restaurant, How Joy, is located in Greenville. Catfish, hushpuppies and all the fixin's are favorites can be in just about every town along the Great River Road. The fabulous foods of the Delta can always be found at the regions many festivals.



RECREATIONAL QUALITIES

Much of the recreation of the Delta centers on hunting and fishing but the region also allows visitors a wide variety of other recreational opportunities. Casino gaming, water sports, birding, biking, antique hunting and specialty shopping are popular recreational options for visitors.



Casino Gaming: Casinos in Delta are located near Lula at the foot of the Helena Bridge and on Lake Ferguson in downtown Greenville. In addition to the excitement of gaming the casinos also offer a variety of live entertainment and dining.

Hunting & Fishing: The Delta is home to thousands of acres of public lands that are available to hunters and fishermen. The Delta's location along the Mississippi River flyway of migrating birds combined with the many lakes, rivers and bayous make it one of the best duck hunting areas of the country. Over 100 outfitters who provide services for hunters and fishermen from around the country are registered with the Mississippi Fish and Wildlife Foundation's Mississippi Outfitters.

Water Sports: The abundance of lakes and rivers throughout the region supply endless opportunity for recreation. The size of many of the lakes makes them well suited for water and jet skiing. Lake Washington in southern Washington County is home many sailboats.



Birding and Wildlife Viewing: The national wildlife management areas, Delta National Forest, LeRoy Percy State Park and a number of other public lands of the Delta are well known for their birding trails. The Mississippi Delta Tourism Association is currently working with the Mississippi Audubon Society on a birding guide for the Delta. The Audubon Society's annual bird count conducted the first Sunday of each year has charted more species in Washington County near LeRoy Percy State Park than at any other inland location. Yazoo National Wildlife Refuge near Glen Allan has birding guides available at the refuge office as well as guides to other facilities in the Theodore Roosevelt Wildlife Refuge Complex.

Biking: The Mississippi River Trail that is part of the Great River Road enters the state of Mississippi at Helena and exits the state at Natchez. The trail becomes more popular each year through the marketing efforts of the Mississippi River Parkway Commission and the Mississippi Delta Tourism Association. Many cities and communities along the trail have added historic and scenic loops that are used by locals as well as by tourists.



Camping and RV Accessibility:

The Great River Road State Park in Rosedale, Warfield Point Park in Greenville, Paul Love Park in Glen Allan and LeRoy Percy State Park near Hollandale all provide camping and RV facilities.



Canoeing: The

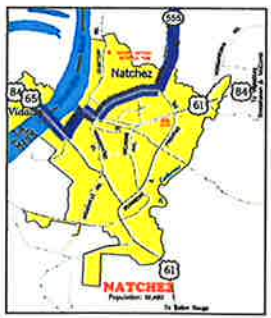
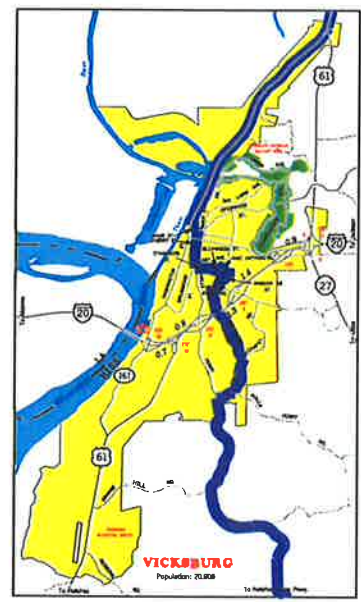
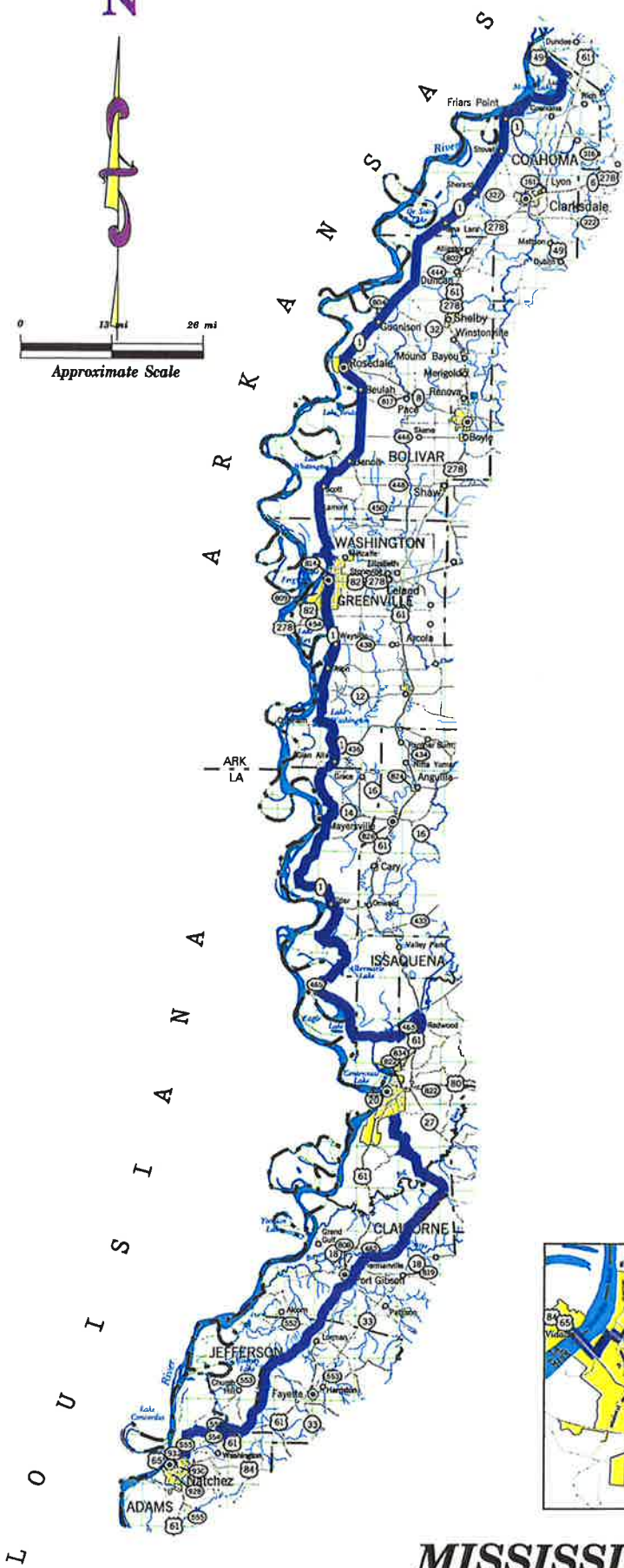
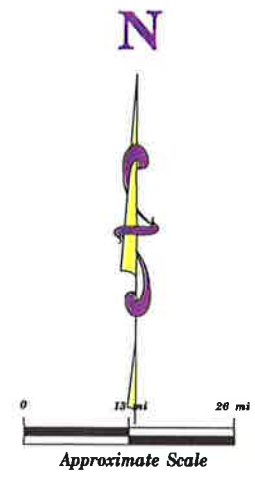
Quapaw Canoe

Company, which operates out of Clarksdale, outfits groups for canoeing trips on the Mississippi River. Arrangements can be made for day trips or for extended trips that allow visitors the opportunity to camp on islands and on the riverbanks. It is as close to a Tom and Huck experience on the river that visitors can get.



Golfing: The Greenville Municipal

Golf Course, located at the Mid-Delta Regional Airport, just two miles off the Great River Road is an 18-hole public golf course. Deer Creek and cotton fields surround much of the course.



MISSISSIPPI RIVER TRAIL BICYCLE ROUTE

SCENIC QUALITIES

The scenic qualities of the Mississippi Delta have inspired writers, poets and artists since Europeans first stepped foot on the fertile bank of the Mississippi River and heard the melodic name bestowed upon it by the Native Americans. In more recent time the region has become the inspiration for the photographic images of William Eggleston, Maude Clay Schuler, D Gorton, Annie Libowitz and many others whose works are featured in the leading galleries and publications of the world.

The scenic beauty of the Mississippi Delta Great River Road can be seen in the cypress breaks, bayous and lakes along the route. It can be seen in the endless snow-white fields of cotton, the emerald green fields of wheat and soybeans moving in the breeze and in the majesty of the Mississippi River. The seemingly endless horizon of the Delta allows for some of the most stunning sunsets to be seen on Earth. The scenic beauty of the Mississippi Delta can be found in the full range of recreational, cultural, historic, natural and archeological intrinsic qualities that can be seen and enjoyed from Friars Point to Valley Park.



Mississippi Delta Great River Road Scenic Byway

INTERPRETIVE PLAN

The Mississippi Delta Great River Road Scenic Byway interpretive plan is a two-pronged approach that involves (1) working with the National Mississippi River Parkway Commission to interpret the stories that the states have in common along the river, and (2) developing interpretive activities that tell the unique stories along the Mississippi Delta Great River Road Scenic Byway. It is important in both of these areas to ensure that as visitors travel from state to state, they experience a sense of continuity.

National

At present, primary interpretation at the national level includes the consistent green Pilot's Wheel markers throughout each state. These are placed at all major intersections along the route and are easy to follow throughout the Mississippi Great River Road.



The second major interpretive initiative at the national level is a series of official interpretive centers located along the route throughout the ten-state region. These currently designated interpretive centers in Mississippi are the Great River Road Welcome Center in Greenville, Vicksburg National Military Park, Mississippi River Commission History Center in Vicksburg and the Natchez Visitor Reception Center. The Mississippi Delta Great River Road Committee will work toward having the new State of Mississippi Welcome Center near Lula at the intersection of U.S. Highway 49 and U.S. Highway 61 recognized as an official interpretive center. Other interpretive centers will be considered in communities along the route.

Mississippi

Interpretation of sites along the Mississippi Delta Great River Road is currently through brochures available from the tourism offices in Clarksdale, Cleveland, Greenville and the Mississippi Delta Tourism Association (Tunica, Clarksdale, Cleveland, Greenville, Indianola, Greenwood and Yazoo City). The route is also interpreted through the Mississippi Division of Tourism's Mississippi Travel Planner. The Theodore Roosevelt Wildlife Refuge Complex provides brochures available that cover birding, wildlife viewing, hunting and fishing at facilities throughout the region. A slide presentation at the Great River Road State Park in Rosedale interprets the Mississippi River. As there are no tourism offices in Sharkey and Issaquena Counties, the byway committee will work those counties to develop interpretive materials.

The Mississippi Delta Great River Road Scenic Byway will work with Lower Mississippi Historic Byway/Great River Road and the National Mississippi River Parkway Commission to coordinate the design and distribution of interpretive materials including maps and brochures. The Byway will also work with communities along the route to develop interpretive materials of specific interest to these particular areas. But, more importantly the byway committee will work to develop interpretive materials that deal with themes common to the entire region. Among these themes important to the entire route of the Mississippi Great River Road, both the Delta and the lower Mississippi portion are: Native American, Archeological, Agriculture, The Mississippi River Levee System and the Taming of the River, African American, Music, Literature, Civil Rights, Birding/Nature Viewing and Natural Assets.

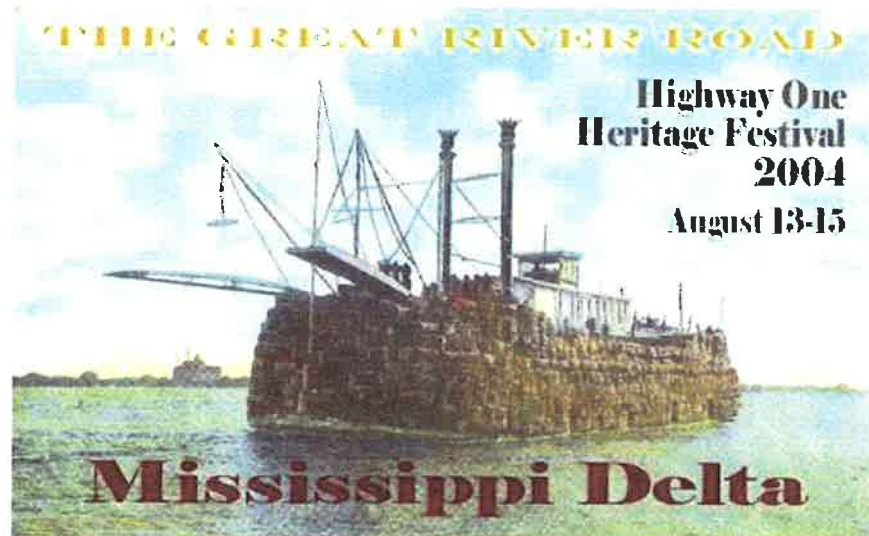
The importance of both sections of the Mississippi Great River Road, The Lower Mississippi Historic Highway and the Mississippi Delta Great River Road, working together to create marketing materials that provide the traveler with a continuous and seamless travel experience cannot be overstated. Coordination of marketing efforts is essential to the long-term growth and development of the entire Mississippi Great River Road.

DEVELOPMENT PLAN

Website:

With more and more tourists planning vacations and getaways on the Internet it is vital that the Mississippi Delta Great River Road establish a website. The site will include detailed maps that are comprehensive and easy to read with places of interest highlighted. The

site will also include themed itineraries, links to all tourism offices in the region, a festival guide, dining and hotel information.



Collateral materials: Brochures, starting with a general overview piece, and as time and budgets allow, production of niche marketing brochures for themed cultural and historic, archeological and recreation itineraries as well as specialty shopping and antiques.

Public relations: The byway committee will work with the Mississippi Division of Tourism and the destination marketing organizations along the byway to host travel writers and broadcast journalists. The committee will establish a media contact list and provide regular press releases concerning new attractions, special events and promotions.

Media Kit: A media kit will be developed containing with printed material about the Mississippi Delta Great River Road, a CD of high resolution photographs, interpretive CD, calendar of events and press releases.

Paid media: Advertising in regional and national travel and special interest publications. Contributions for paid media will be sought from the counties along the byway and grant funding will be sought from available sources. Advertising for the byway will also be included in the annual media buys of the tourism offices of the area.

Interpretive CD: Development of travel CD that features a narrative interpretation of the Great River Road and music of the region.

The North Delta Museum
Post Office Box 22
Friars Point, Mississippi 38631



Board of Directors

Van R. Burnham, M.D., President
Tommy Allen
Charlie Craig
Rube Davis Humphries
Flo Larson
Joyce Fili

Advisory Board

Senator Delma Furniss
John Connaway, State
Archaeologist

Mississippi Department of Transportation
Jackson, Mississippi

Dear Sirs:

The North Delta Museum at Friars Point, a non-profit organization, supports the designation of Highway 1 as a Scenic Byway for the State of Mississippi.

Sincerely,

THE NORTH DELTA MUSEUM AT FRIARS POINT

A handwritten signature in cursive script that reads "Flo Larson". The signature is written in dark ink and has a fluid, connected style.

Flo Larson, Director and Member of the Board of Directors
Van R. Burnham, President
• and the Board of Directors



JANUARY 29, 2004

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WE SUPPORT THE EFFORT TO DECLARE HIGHWAY 1 A SCENIC BYWAY.

SINCERELY YOURS,

A handwritten signature in cursive script that reads "Gary Gullick".

GARY GULLICK
SECRETARY / TREASURER

**The Friars Point Preservation Commission
Box 185
Friars Point, Mississippi 38631**

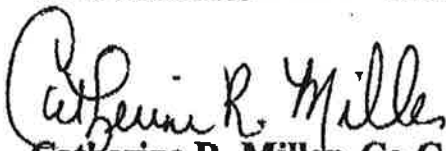
*A Certified Local Government
National Register of Historic Places*

To Whom It May Concern:

The Friars Point Preservation Commission supports the initiative to have Highway 1 declared a Scenic Byway for the State of Mississippi.

Sincerely,

THE FRIARS POINT PRESERVATION COMMISSION



**Catherine R. Miller, Co-Coordinator for the
Preservation Commission**

Board Members

**Gloria Nolan
Charles Wilson
Robert Hirsberg
Lula Word
Lester Myles
Mildred Garnett
Lillian Carsley
Flo Larson
Catherine R. Miller**

10102-224 mnc

The Friars Point Historical Preservation Society
Box 95
Friars Point, Mississippi 38631

To Whom It May Concern:

The Friars Point Historical Preservation Society supports the initiative to have Highway 1 declared a Scenic Byway for the State of Mississippi.

Friars Point Historical Preservation Society

by

Lillian Carsley

**Westside Farms
Box 98
Friars Point, Mississippi 38631**

To Whom It May Concern:

**Westside Farms supports the initiative to have Highway 1 declared a
Scenic Byway for the State of Mississippi.**

Sincerely,

WESTSIDE FARMS

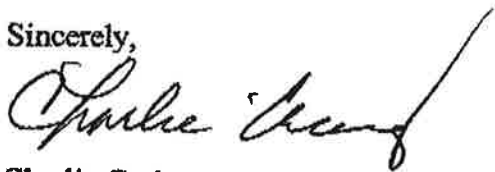
John B. McKee
John B. McKee, III

Thursday, January 29, 2004

To Whom It May Concern:

I would like to express my support for the initiative to declare Highway One a scenic highway.

Sincerely,

A handwritten signature in cursive script, appearing to read "Charlie Craig", with a long, sweeping horizontal line extending to the right.

Charlie Craig
Craig Farms
Friars Point, MS 38631

**The Old Icehouse Antiques
Box 63
Friars Point, Mississippi 38631**

To Whom It May Concern:

**The Old Icehouse Antiques supports the initiative to have Highway 1
declared a Scenic Byway for the State of Mississippi.**

Sincerely,

THE OLD ICEHOUSE ANTIQUES

Mrs. E. G. Larson

Mrs. E. G. Larson



MISSISSIPPI LIMESTONE CORPORATION

JANUARY 29, 2004

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WE SUPPORT THE EFFORT TO DECLARE HIGHWAY 1 A SCENIC BYWAY.

SINCERELY YOURS,

A handwritten signature in dark ink, appearing to read 'Manual Peters'.

MANUAL PETERS
SECRETARY / TREASURER



January 30, 2004

Mississippi Scenic Byways Committee
Mississippi Department of Transportation
P.O. Box 1850
Jackson, MS 39215-1850

Dear Committee Members,

The Clarksdale/Coahoma County Chamber of Commerce supports the application for legislation that will declare the Mississippi Delta Great River Road a Mississippi Scenic Byway. Clarksdale and Coahoma County have an abundance of historical, archeological, recreational, scenic, cultural and b natural qualities that will add to the overall travel experience of tourist. We feel that the increased tourism traffic that the designation will bring will be of significant benefit to the economy of the entire region.

Thank you for your consideration of this application. We look forward to working will all the communities along the Great River Road in making the Mississippi Delta a travel destination for visitors from around the country and around the world.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Ron Hudson', is written over a horizontal line.

Ronald E. Hudson
Executive Director

Chamber of Commerce & Industrial Foundation

P. O. Box 160 • Clarksdale, MS 38614 • 662-627-7337 • 662-627-1313 fax
www.clarksdale-ms.com • ccoc@clarksdale.com



COAHOMA COUNTY TOURISM COMMISSION

January 30, 2004

Mississippi Scenic Byways Committee
Mississippi Department of Transportation
P.O. Box 1850
Jackson, MS 39215-1850

Dear Committee Members,

The Coahoma County Tourism Commission wholeheartedly supports the application for legislation the will declare the Mississippi Delta Great River Road a Mississippi Scenic Byway. Coahoma County has an abundance of historical, archeological, recreational, scenic, cultural and beautiful natural qualities that will add to the overall travel experience of tourist. We feel that the increased tourism traffic that the designation will bring will be of significant benefit to the economy of the entire region.

Thank you for your consideration of this application. We look forward to working will all the communities along the Great River Road in making the Mississippi Delta a travel destination for visitors from around the country and around the world.

Sincerely,

Kappi L. Allen
Manager

The Clarksdale Press Register

PUBLISHED BY DELTA PRESS PUBLISHING COMPANY
123 SECOND STREET
CLARKSDALE, MISSISSIPPI 38614

STEVE STEWART
EDITOR & PUBLISHER
Email: publisher@cableone.net

(662) 627-2201
P. O. BOX 1119
FAX (662) 624-5125

January 28, 2004

Mississippi Department of Transportation
Jackson, Mississippi

Dear Sirs:

The Clarksdale Press Register wholeheartedly supports the designation of Highway 1 as a Scenic Byway for the State of Mississippi. This designation would offer a significant boost to ongoing efforts to promote tourism and economic development in our region.

Sincerely,



Steve Stewart
Clarksdale Press Register

Delma Furniss
Post Office Box 104
Rena Lara, Mississippi 38767

January 29, 2004

**Mississippi Scenic Byways Committee
Mississippi Department of Transportation
Jackson, Mississippi**

Dear Committee Members:

I greatly appreciate this opportunity to express my strong support to have the Mississippi Delta Great River Road designated as a Mississippi Scenic Byway. I am particularly interested, at this time, in the segment of Highway 1 from the Helena Bridge to the Issaquena-Warren County line.

Tourism is a rapidly growing industry in the Mississippi Delta. It is environmentally friendly and a good public relations tool. Tourists come and visit, enjoy themselves, leave their money, go back home, and tell their friends and neighbors about the wonderful, friendly, pleasant, enjoyable trip they had in the Mississippi Delta.

The many historic sites along Highway 1 already bring a large number of tourists to this area each year. If this segment of highway can be designated a Mississippi Scenic Byway, it will greatly enhance our efforts to promote this area as a major tourist route to groups and individuals all across our nation and around the world.

Thank you for your consideration and support to have this segment of highway designated a Mississippi Scenic Byway. If I can provide further information, please don't hesitate to let me know.

Sincerely,

Delma Furniss

Delma Furniss

DF/tcl

City of Rosedale
662 - 759- 6813
FAX # 759 - 6731
Post Office Box 370
ROSEDALE, MISSISSIPPI 38769

OFFICERS

Eddie Andrew Williams, III Mayor
Mae Williams, Clerk
Robert Crump, Attorney
James Strait, Judge

COUNCIL

James Bolden
Jack Cartwright, Sr.
Lucille Mayfield
John Paul Gates

January 30, 2004

Mississippi Scenic By Way Committee
Mississippi Department of Transportation
401 Northwest Street
Jackson, MS

Dear Committee:

It is a pleasure for me as Mayor of Rosedale, "The Delta City of Brotherly Love", Mississippi to support the nomination of the Great River Road as a Mississippi Scenic By Way.

I am convinced that this Scenic By Way designation will be instrumental in the increase of traffic, and beneficial to the economic growth of the communities along Highway 1.

Sincerely,



Jack Cartwright, Interim Mayor
City of Rosedale

Donny Whitten, District Two
Cleveland

Richard M. Coleman, Sr., District Three, President
Shelby

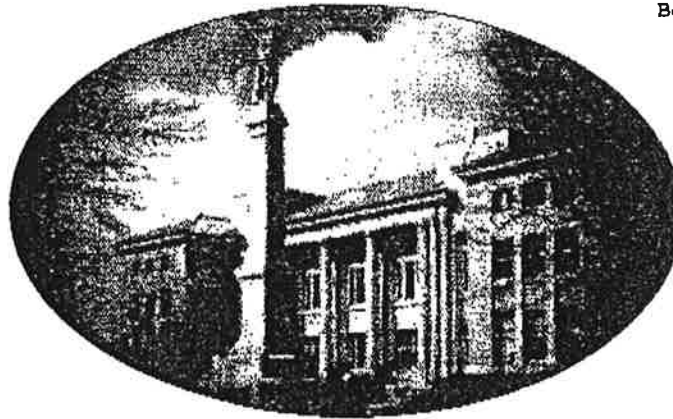
James McBride, District Four
Cleveland

Andrew Williams, III, District One
Rosedale

Bern Prewitt, District Five, Vice-President
Shaw

Mrs. Jeanne R. Walker
Chancery Clerk

H. M. "Mack" Grimmett
Sheriff



Nancy J. Havens
Tax Assessor-Collector

Mrs. Rosie S. Simmons
Circuit Clerk

Linda Coleman
Board Attorney

BOLIVAR COUNTY, MISSISSIPPI

P.O. Box 688
Cleveland, Mississippi 38732
662-846-5877

January 28, 2004

Mississippi Scenic By Way Committee
Mississippi Department of Transportation
401 Northwest Street
Jackson, MS

Dear Committee:

The Bolivar County Board of Supervisors wholeheartedly endorses the nomination of the Great River Road as a Mississippi Scenic By Way.

This designation is certain to attract visitors to our wonderful county, thereby providing a boost to local communities.

Thank you for the opportunity to provide this support and hope you will contact us if further input is needed.

Sincerely,

Richard M. Coleman, Sr.

Richard M. Coleman, Sr.
President

RMC/wnr

January 22, 2004

Mississippi Scenic By Way Committee
Mississippi Department of Transportation
401 Northwest Street
Jackson, MS

Dear Committee,

I am writing to let you know that the Cleveland/Bolivar County Chamber of Commerce supports the nomination of the Great River Road as a Mississippi Scenic By Way.

We are convinced that Scenic By Way designation will foster an increase in traffic, and be a benefit to the economic growth of the communities along Hwy 1.

Sincerely,



Scott Luth
Director



THE CITY OF CLEVELAND

CLEVELAND, MISSISSIPPI 38732

January 26, 2004

MARTIN T. KING, JR.
MAYOR

LYNN C. BUTRUM, CMC
CITY CLERK

BOARD OF ALDERMEN:
W. ROSS STORY
NORMAN BURKE, JR.
TED CAMPBELL
BILLY NOWELL
WILLARD SAMUELS
PAUL JANOUCH
DAVID WORK

OFFICERS:
WAYNE COLE
CAO

JOHN W. VALENTINE
CITY ATTORNEY

KEN MCCOOL
DIRECTOR OF
PUBLIC WORKS

QUINTON STEEN
DIRECTOR OF
PARKS & RECREATION

GREG KORB
CITY ENGINEER

Mississippi Scenic By Way Committee
Mississippi Department of Transportation
401 Northwest Street
Jackson, MS

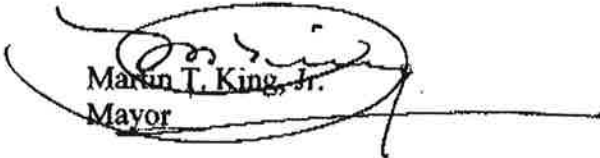
Dear Committee,

I am writing to let you know that the City of Cleveland, Mississippi, supports the nomination of the Great River Road as a Mississippi Scenic By Way.

We are convinced that Scenic By Way designation will result in an increase in traffic and be of great benefit to the economic growth of the communities all along Highway 1.

For the Board of Aldermen,

Sincerely,


Martin T. King, Jr.
Mayor



Delta State University

Delta Center for Culture and Learning

William G. Seratt, Jr.
President
Mississippi Delta Tourism Association, and
Executive Director
Washington County Convention and Visitor's Bureau
PO Box 38702
Greenville, Mississippi 38733

Dear Bill,

I am writing to endorse the establishment of The Mississippi Delta Great River Scenic Byway. Designation of this road will be yet another step forward for the Delta. It will help draw visitors to the region and increase their enjoyment while they are here. It is fully consistent with the longer range hope of many of establishing a Mississippi Delta National Heritage Area.

As you know, the Delta is a wonderful place for people to explore what it means to be an American. One of my favorite descriptions of the area comes from no less a source than the National Park Service, who said "Much of what is profoundly American- what people love about America- has come from the delta, which is often called '**the cradle of American culture.**'" --Stories of the Delta, The National Park Service Lower Mississippi Delta Symposium, 1996.

It is fully appropriate that the Delta be crossed by a Scenic Byway, and the Great River Road, which already attracts many tourists to the region, is a perfect route for this designation. It is also appropriate because the River Road is truly scenic.

I look forward to working with you as this project develops, and , again, strongly support the establishment of The Mississippi Delta Great River Scenic Byway. Thanks for your leadership in this matter.

Sincerely,



Luther Brown
Director



United States
Department of
Agriculture

Rural
Development

Suite 831, Federal Building
Jackson, Mississippi 39269
Phone: (601) 965-4316
FAX: (601) 965-4088

Nick Walters
State Director

January 30, 2004

Mr. Bill Seratt, Executive Director
Greenville/Washington County CVB
410 Washington Avenue
Greenville, MS 38701

Dear Mr. Seratt:

USDA Rural Development supports the nomination of the Mississippi Delta Great River Road as a Mississippi Scenic Byway. The designation will bring greater attention to the Mississippi Delta as a travel destination. Increased tourism will bring positive economic development to the entire region.

We have met with representatives of the committee as well as representatives of the Mississippi Delta Tourism Association and have seen the dedication and enthusiasm that they have for this project. Tourism is a rapidly growing industry in the Mississippi Delta. The Mississippi Delta has a rich cultural heritage and unique history that will be of interest to a wide variety of visitors.

If I may be of any further assistance, do not hesitate to call on me.

Sincerely yours,

NICK WALTERS
State Director

NW/si

Issaquena County Board of Supervisors

P O BOX 27
MAYERSVILLE MISS 39113
TELEPHONE
(662) 873-2761

FAX (662)873-2061

MEETING DAYS:
1ST and 3RD MONDAYS
COURTHOUSE

Willie Bunton President
District 3

January 29, 2004

Gene Fulton
Vice President
District 2

Lewis Hatcher
District 1

Mississippi Scenic Byway Committee
Mississippi Department of Transportation
P. O. Box 1850
Jackson, Mississippi 39215-1850

Michael Parker
District 4

Milton Goza
District 5

Dear Committee Members:

Charles Weissinger
Board Attorney

The Issaquena County Board of Supervisors supports the application for legislation that will declare the Mississippi Delta Great River Road a Mississippi Scenic Byway. Issaquena County has an abundance of historic, archeological, recreational, scenic, cultural and natural qualities that will add to the overall travel experience of tourists. We feel that the increased tourism traffic that the designation will bring will be of benefit to the economy of the entire region.

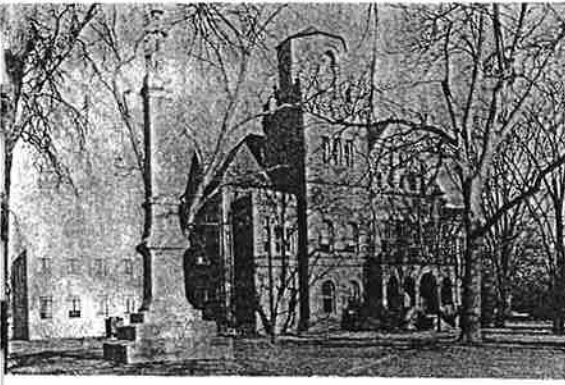
Erline Fortner
Clerk

Thank you for your consideration of this application. We look forward to working with all the communities along the Great River Road in making the Mississippi Delta a travel destination for visitors from around the country and around the world.

Sincerely,

Willie Bunton
WILLIE BUNTON, PRESIDENT

WB/ef



BOARD OF SUPERVISORS
WASHINGTON COUNTY
COURTHOUSE
GREENVILLE, MISSISSIPPI 38701

January 29, 2004

AL RANKINS, SR., PRESIDENT

3RD DISTRICT

P.O. BOX 785, GREENVILLE

ERNEST M. HOLMES, VICE PRESIDENT

5TH DISTRICT

P.O. BOX 211, GREENVILLE

PAUL WATSON, JR.

1ST DISTRICT

111 BAYOU OAKS CIRCLE, GREENVILLE

MIKE GORDON

2ND DISTRICT

1109 CLOVERDALE, GREENVILLE

MARK K. SEARD

4TH DISTRICT

236 NEVADA ST., GREENVILLE

MARILYN HANSELL

CLERK

TOMMY L. GOODWIN

ADMINISTRATOR

WILLIE GRIFFIN

ATTORNEY

MARCUS E. HOOKER

COUNTY ENGINEER

Mississippi Scenic Byway Committee
Mississippi Department of Transportation
P O Box 1850
Jackson, MS 39215-1850

Dear Committee Members:

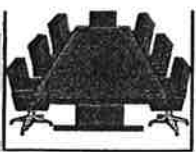
The Washington County Board of Supervisors supports the application for legislation that will declare the Mississippi Delta Great River Road a Mississippi Scenic Byway. Washington County has an abundance of historic, archeological, recreational, scenic, cultural and natural qualities that will add to the over all travel experience of tourists. We sincerely feel that the increased tourism traffic that the designation will bring will be of benefit to the economy of the entire region.

Thank you for your consideration of this application. We look forward to working with all the communities along the Great River Road in making the Mississippi Delta a travel destination for visitors from around the country and around the world.

Sincerely,

Alfred Rankins, Sr.,
President

AR/ebs



SHARKEY COUNTY BOARD OF SUPERVISORS

P.O. Box 218
120 Locust Street
Rolling Fork, MS 39159
Tel: (662) 873-2755
Fax: (662) 873-6045

Bill Newsom, President
1st District

Sammuel Matthews, 3rd District
Melvin Jones, 2nd District

Joe King, 4th District
Willie Smith, 5th District

February 2, 2004

Bill Newsom
Sharkey County Board Of Supervisors
P.O. Box 218
Rolling Fork, Ms 39159

Mississippi Scenic Byway Committee
Mississippi Department of Transportation
P.O. Box 1850
Jackson, Ms 39215-1850

Dear Committee Member:

The Sharkey County Board Of Supervisors Support the application for legislation that will declare the Mississippi Delta Great River Road a Mississippi Scenic Byway. Sharkey County has an abundance of historic, archeological, recreational, scenic, cultural and natural qualities that will add to the overall travel experience of tourists. We feel that the increased tourism traffic that the designation will bring will be of benefit to the economy of the entire region.

Thank you for your consideration of this application. We look forward to working with all the communities along the Great River Road in making the Mississippi Delta a travel destination for visitors from around the country and around the world.

Sincerely,

Bill Newsom
President

January 29, 2004

Linda Short, Mayor
P.O. Box
Mayersville, Mississippi

Mississippi Scenic Byway Committee
Mississippi Department of Transportation
P.O. Box 1850
Jackson, Mississippi 39215-1850

Dear Committee Members:

The City of Mayersville supports the application for legislation that will declare the Mississippi Delta Great River Road a Mississippi Scenic Byway. Mayersville and the surrounding area have an abundance of historic, archeological, recreational, scenic, cultural and natural qualities that will add to the over travel experience of tourists. We feel that the increased tourism traffic that the designation will bring will be of benefit to the economy of the entire region.

all

Thank you for your consideration of this application. We look forward to working with all the communities along the Great River Road in making the Mississippi Delta a travel destination for visitors from around the country and around the world.

Sincerely,

Linda M. Short
Linda Short



CITY OF GREENVILLE

HEATHER McTEER-HUDSON, MAYOR
P.O. BOX 897
GREENVILLE, MISSISSIPPI 38702-0897
OFFICE 662-378-1501 / FACSIMILE 662-378-1564
WEBSITE ADDRESS: <http://www.greenville.ms.us>
EMAIL ADDRESS: mayor@www.greenville.ms.us

January 29, 2004

Mississippi Scenic Byway Committee
Mississippi Department of Transportation
P.O. Box 1850
Jackson, Mississippi 39215 -1850

Dear Committee Members:

The City of Greenville supports the application for legislation that will declare the Mississippi Delta Great River Road a Mississippi Scenic Byway. Greenville and the surrounding areas have an abundance of historic, archeological, recreational, scenic, cultural and natural qualities that will add to the overall travel experience of tourists. We feel that the increased tourism traffic brought by the designation, will benefit the economy of the entire region.

Thank you for your consideration of this application. We look forward to working with all the communities along the Great River Road in making the Mississippi Delta a travel destination for visitors from around the country and around the world.

With best personal regards, I am,

Sincerely,

A handwritten signature in dark ink, appearing to read "H. Hudson", is written over a horizontal line.

Heather McTeer Hudson
Mayor of Greenville



Greenville Area Chamber of Commerce

P.O. Box 933
913 Washington Avenue
Greenville, MS 38702
662-378-3141/662-378-3143(fax)
www.greenvilleareachamber.com
blc@greenvilleareachamber.com

February 2, 2004

To Whom It May Concern:

The Greenville Area Chamber of Commerce heartily supports Highway #1, the Great River Road, being named a Mississippi Scenic Byway. The Delta, having a wonder cultural heritage to share with visitors, will greatly benefit by the increased interest and traffic that this designation will bring to the entire region.

We have demonstrated an eagerness to work together to preserve and promote our landmarks and legends and this designation will further enhance this regional awareness and promotion. We appreciate your willingness in this effort.

Sincerely,

Betty Lynn Cameron
Executive Director

City of Clarksdale

CITY HALL
121 SUNFLOWER AVENUE
POST OFFICE BOX 940
CLARKSDALE, MISSISSIPPI 38614
FACSIMILE (662) 621-8130

HENRY ESPY
MAYOR
TELEPHONE (662) 621-8104

CURTIS D. BOSCHERT
CITY ATTORNEY
TELEPHONE (662) 621-8137

CATHY CLARK
CITY CLERK
TELEPHONE (662) 621-8136

February 2, 2004

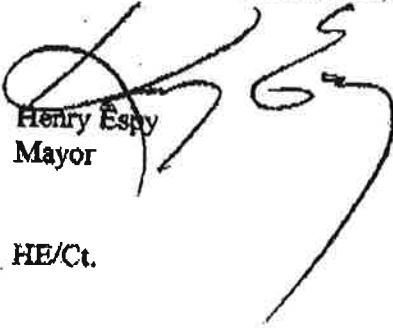
Mississippi Scenic Byways Committee
Mississippi Department of Transportation
P.O. Box 1850
Jackson, MS 39215-1850

Dear Committee Members,

As Mayor of The City of Clarksdale I support your application for legislation that will declare the Mississippi Delta Great River Road a Mississippi Scenic Byway. Clarksdale and the surrounding areas of Coahoma County have an abundance of historical, archeological, recreational, scenic, cultural and beautiful natural qualities that will enhance the overall travel experience of tourist. We feel that the increased tourism traffic this byway designates will bring significant benefits to the economy of this entire region.

In hope that this Application is considered. We will look forward to working with all the communities along the Great River Road making the Mississippi Delta a travel destination for visitors from around the country and around the world.

Thanks for your consideration,



Henry Espy
Mayor

HE/Ct.

Commissioner
J. Craig Gaddy

Commissioner
Grady Palmer

Commissioner
Buster Moton

Commissioner
Edward Seals



Delta Blues Museum

February 1, 2004

Mississippi Scenic Byways Committee
Mississippi Department of Transportation
P. O. Box 1850
Jackson, Mississippi 39215-1850

Ph. (662) 627-6820
Fax (662) 627-7263
www.deltabluesmuseum.org
PO Box 459
Clarksdale, MS 38614

Dear Committee Members:

I am writing to support the application for legislation to declare the Mississippi Delta Great River Road a Mississippi Scenic Byway. The culture of the Mississippi Delta is not only regionally distinctive, but also one of the primary forces that has shaped American culture. Clarksdale and Coahoma County have a tremendous amount of historic, archaeological, recreational, cultural and natural resources that entice and enhance the travel experience of visitors to our area. These resources in combination with other resources along Highway 1 will create a broader audience and visitor experience. It is my belief that having such a designation will help the cultural and heritage tourism agenda move forward, thus benefitting the economy of our region as well as our State.

The Mississippi Scenic Byway designation would foster partnerships among the Highway 1 sites. Leveraging the resources of the entire region towards the common goal of increasing tourism will enhance collaborative marketing efforts which will keep visitors in the area for longer periods of time. This strategy will ultimately lead to economic return in addition to making the journey as rewarding as the destination itself.

Your consideration of this application is greatly appreciated. The Delta Blues Museum looks forward to working with all the communities along the Great River Road in making the Mississippi Delta a travel destination for regional, national and international visitors.

Sincerely,

Shelley Ritter
Director