

Natchez Trace Parkway

Tennessee Section

N. Walker

October 29/30 2006

NATCHEZ PARKWAY AND TRACE

The purpose of this trip was to enjoy the fall colors on a scenic drive, to learn about the early history of the Natchez Trace, and to get a little exercise on short hikes at the numerous stopping places. This pdf provides some preliminary information that might be helpful for those planning on taking the drive.

This trip included only the Tennessee portion of the 450 mile long Parkway reaching from Natchez, Mississippi to Nashville, Tennessee. The mile markers are numbered from the southern end. The trip was planned for 2 days to allow time to visit all of the turn-offs. There are numerous information plaques to provide details on the historical significance of the site relative to old Natchez Trace (trail) and to the history of the time. Time was also allocated to taking advantage of short hiking trails offered at several of the stops. In places, these walks are on portions of the actual trail. A convenient motel to spend the night was found in the interesting town of Hohenwald. It has a German Name because it was settled by German people. It has a very nice museum which unfortunately was closed at the time of our visit.

As the aftermath of the French and Indian War, Britain acquired land reaching westward to the Mississippi River. This land, mostly uninhabited then passed on to US, post Revolution. In the years after the Indian Wars, (1780-1820) settlers rapidly moved out into lands remote from eastern population centers.

(Continued, Next Page)



NATCHEZ PARKWAY AND TRACE (Continued)

To market their farm products they built rafts and flatboats and transported their goods all the way to New Orleans via tributaries of the Mississippi River. Since they could not move their rafts upstream, they returned by land via the Trace. . (see page 5).

Although the City of New Orleans, prior to the Louisiana Purchase was alternatively in French and Spanish hands, Americans built up a population in nearby Mississippi Territory with its capital at Natchez. The only convenient land connection between Mississippi territory and US proper was by the primitive trail, to Nashville Tennessee, called the Natchez Trace.

After 1820, steamboats were able to travel upstream and eliminated the need for the long and hazardous land route via the Natchez Trace. Over the next century the old trail became forgotten almost obliterated until construction of the Natchez Parkway by the National Park Service in recent years. The Parkway generally follows the old Trace.

The Natchez Trace, a highway of national significance, was originally a network of animal and Indian trails: its existence in the 18th and 19th centuries resulted in the opening of the Old Southwest to trade and travel. With an original length of 500-550 miles, the main route was used by travelers surveying the new country as well as by farmers and trappers who needed to get their produce to markets on the Mississippi River. The inter-connected trails leading south from Nashville were known by names other than the Natchez Trace: Chickasaw Trace, Path to the Choctaw Nation, Boatman's Trail.

In 1800 Congress established a postal route between Nashville and the capitol of the Mississippi Territory in Natchez. Indian tribes along the road gave territorial permission for the postal route in 1801; many Indian families were allowed to operate the inns and ferries needed by travelers along the route. The mail route became known officially as "Road from Nashville in the State of Tennessee to the Grindstone Ford of the Bayou Pierre in the Mississippi Territory," and postriders were allowed two weeks to make the trip from Nashville to Natchez. Between 1801 and 1803 General James Wilkinson, with the aid of Federal troops, cleared and widened the post road. By 1806 President Jefferson ordered that the road be 12 feet wide and "passable for a wagon."

Although the early use of the Trace was for commercial and private inland travel, it soon became an important military road. Tennessee Volunteers marched over it in 1803-04 to insure that the Louisiana Purchase agreement would not be challenged by Spain. General Coffee led a cavalry corps to New Orleans where he joined General Andrew Jackson in defense of that city during the War of 1812. Early in 1813 Jackson's entire force marched back to Nashville on the Trace, and again in 1814 the Tennessee Volunteers returned to New Orleans to defend against British attack in the Battle of New Orleans.

By the 1820's steamboats had become the most popular method of transportation, and the Trace changed in status. Much of it became part of the rural road system within the estates of Mississippi, Alabama, and Tennessee.

Natchez Trace History

The area through which the trail ran was originally Choctaw and Chickasaw land. When the old trail started to receive names, it was given three, one for each part. From Natchez northeastward, it was called the "Path to Choctaw Nation," the middlesection through the Choctaw Nation was known as the "Choctaw-Chickasaw Trail," the northern most leg of this rude path ran through Chickasaw Nation and to Nashville Tennessee. This part was known as the "Chickasaw Trace."

The name "Mountain Leader's Trace" was applied to at least the northern part during the early days. As a whole, the trail became known as the Natchez Road, the Federal Road, the Boatman's Trail, and finally, the Natchez Trace.

Part of today's Mississippi and Alabama became the Territory of Mississippi on 7 May 1798. The narrow strip of land contained "Path to Choctaw Nation," that is, Natchez through Port Gibson into Choctaw country.

The eyes of the United States were starting to look south. In 1800, the U.S. Congress established a postal route between Nashville and the capitol of the Territory of Mississippi in Natchez. The mail route was known officially as "Road from Nashville in the State of Tennessee to the Grindstone Ford of the Bayou Pierre in the Mississippi Territory." In 1801, the United States treated with the Chickasaw, and obtained the right to build a road through the Chickasaw Nation. From the 1801 treaty: "The Mingco, principal men and warriors of the Chickasaw nation of Indians, give leave and permission to the President of the United States of America, to lay out, open and make a convenient wagon road through their land between the settlements of Mero District in the state of Tennessee, and those of Natchez in the Mississippi Territory, in such way and manner as he may deem proper; and the same shall be a high way for the citizens of the United States, and the Chickasaws." (See full treaty text)

On 30 April 1803 the United States signed an agreement with France to purchase Louisiana country. Soon after, this vast tract of land became the Territory of Louisiana. Early use of the Road was for commercial and private inland travel, it soon became an important military road. In 1803 and 1804, Tennessee Volunteers marched over it to insure that the Louisiana Purchase agreement would not be disputed by Spain.

On 27 March 1804 a large tract of land was added to the Mississippi Territory. While the Natchez Road never reached into the Territory of Louisiana, it is important to recognize that the United States was moving southwest, and for about thirty years, the Natchez Road played an important part in the development of that southwestern country. (See the Territory of Mississippi map) In the early 1800s, many Tennessee and Kentucky farmers would take their farm goods to the lucrative New Orleans market. They built flatboats for their goods. They floated down the Cumberland, Duck and Tennessee Rivers to the Ohio River, then to the Mississippi River and southward to Natchez and New Orleans. When it was time to return, the flatboats would be sold, or if necessary, abandoned. If they had made a good sale, they might buy a horse for their return trip. If the sale was bad, they might return on foot. In any case, in those early years, the route of choice was the Natchez Road.

When the Kentuckians arrived at Nashville, they would continue to central Kentucky via the "Wilderness Road." It is these return trips that have made the Natchez Road famous (or perhaps infamous would be a better choice of words here). There are stories of murders along the Natchez Road. The farmers would be killed, then disemboweled, their body cavities filled with stones, and then the bodies would be submerged in some nameless creek. To the farmer, the stands would be a welcome sight. Even the most rude stand could offer some protection and a meager meal. Generally, the stands were located five to six miles apart, but not so in the early times of the road.

The most well known death along the "Trace" is the 11 October 1809 death of Meriwether Lewis, Governor of the United States Territory of Louisiana. This man, famous as co-leader of the Lewis and Clark expedition, allegedly committed suicide at Griner's Stand. Lewis's traveling companion, Major James Neely, arrived at the death scene a few hours after the event. Major Neely wrote this to Thomas Jefferson: "It is with extreme pain that I have to inform you of the death of His Excellency Meriwether Lewis, Governor of Upper Louisiana who died on the morning of the 11th Instant and I am sorry to say by Suicide."

Still, there are many today who question the suicide, believing instead that Lewis was probably murdered.



In the early 1800's farmers would float their goods down the Mississippi river system to markets in New Orleans.

Flatboats used for the trip could not make the trip back up-stream so had to be sold or abandoned.

The farmers would make the return trip overland, first by a trail along the river to Natchez, then Capitol of Mississippi Terr. and they by the 440 mile Natchez Trace to Nashville.

The U.S. government eventually cleared the trace sufficiently for wagon traffic.



The Natchez Trace Parkway generally follows the original Natchez Trace. In numerous places, actual sections of the original trail are preserved and can be seen by taking short hikes.

One 2 mile stretch can be driven on.



Natchez Trace Parkway

Mile 407.7

Colbert Stand and Ferry Site



Mile 327.7

***South Bank of Tennessee River Near
Colbert's Stand and Ferry Crossing***

A Stand was a place for travellers to buy supplies



Colbert's Ferry Site. River would have been less wide in pre TVA days. Long parkway bridge showing

COLBERT'S STAND

George Colbert operated a ferry across the Tennessee River from 1800 to 1819. His stand or inn offered travelers a warm meal and shelter during their journey on the Old Trace. Colbert looked after his own well-being and once charged Andrew Jackson \$75,000 to ferry his Tennessee army across the river.

The site of his stand is a short 50-yards up this path. An additional 20-minute stroll will take you along the Old Trace to the bluff overlook station and back.

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NATIONAL PARK SERVICE

Mile 327.3



***Direction signs on entering parkway
Tupelo=southbound; Nashville=north***



ROCK SPRING

Rock Spring Nature Trail offers you an opportunity to explore a small natural spring as it bubbles forth from the ground. Small fish dart about a deep pool created as the stream wandered through rich bottomland soil and limestone rock. Vegetation and trees change as you move through an abandoned field past the stream onto a rocky hillside.

After completing the 20-minute walk you may decide to pull off your shoes and dangle your feet in the swift cool waters.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

Mile 330



Tiny Jewels of the Air

Few birds are as distinctive and charismatic as hummingbirds. From their iridescent plumage to their incredible aerial antics, hummingbirds are an irreplaceable attraction at Rock Springs. Each fall, hundreds of Ruby-throated Hummingbirds pass this way to feast on the nectar of the abundant jewelweed and other wildflowers.

Hummingbirds and certain flowers have evolved an interdependent relationship over millions of years. Flowers provide hummingbirds nectar, the fuel they need to keep flying. In return, hummingbirds transport pollen between flowers, helping the flowers reproduce.

The flowers of choice are long and tubular and usually red, a color bees have trouble seeing. This shape fits the hummingbird's long bill and allows pollen to be deposited on the bird's forehead. Individual flowers usually grow separate from one another, allowing ample space for whirling wings as the hummingbird dashes from flower to flower. Pollen from flowers powders the head of these tiny jewels as they sip nectar. Subsequently, this pollen is then spread to other flowers on which the hummingbird feeds.

Faster Than a Speeding Hummingbird?

A hummingbird's small size and rapid movement can make it difficult to watch for long. Fortunately, hummingbirds will often perch on an overhanging branch and draw attention to themselves by making high-pitched chipping noises. To spot a male Ruby-throated Hummingbird, look for their iridescent throat—called a

gorget. The color of the gorget depends on the lighting and in most instances looks dark. It is only when the feathers catch light at a certain angle that their intricate beauty can be seen. In good light the male Ruby-throated Hummingbird is unmistakable with his bright ruby red throat.



Ruby-throated Hummingbird/Walt Burch



Migration across the Gulf of Mexico

Ruby-throated Hummingbird Migration

Each year, Ruby-throated Hummingbirds migrate from eastern North America to winter in Central America. Although some birds work their way south through Florida to the Caribbean or south through Texas to Mexico, Alabama's hummingbirds fly across the Gulf of Mexico. These incredible creatures undertake a 600-mile voyage across open water to find warm weather and plentiful nectar further south.



Rufous Hummingbird/USFWS, Tom Smylie

Rare Surprises From the West

Each fall, bird watchers from across Alabama visit these patches of jewelweed to witness the spectacle of hundreds of hummingbirds on their southward migration. As an added bonus, these large concentrations of hummingbirds sometimes attract western hummingbird species that have strayed from their usual migration route, particularly in the winter. Species to look for in the fall include Rufous, Black-chinned, Calliope, and Anna's, among the Ruby-throated.

Rock Spring is on the North Alabama Birding Trail. This Sign Board describes the Ruby Throated Hummingbird and flowers it feeds on.

ROCK SPRING TRAIL

The trails and stepping stones in this area lead you across Colbert Creek past Rock Spring, and through the woodlands. Since 1977, numerous beaver dams have been built then abandoned or destroyed by high water. Walk the trails and enjoy the changing environment of this once free-flowing spring-fed stream.



Natchez Trace, Near Rock Springs, 10/29/06

NSW



NW

Natchez Parkway, Rock Springs Trail, 10/30/06



McGlamerys Stand

Sunken Trace

350

Sunken Trace

13



Holly

Mile 350.5



Cypress Creek

State Line

340

17

157

69

20

14

SHE

TUS



Rock Spring

330

Lauderdale



Tennessee River

Colbert Ferry Site

21



SUNKEN TRACE

This early interstate road building venture produced a snake-infested, mosquito-beset, robber-haunted, Indian-traveled forest path. Lamented by the pious, cursed by the impious, it tried everyone's strength and patience.

When the trail became so water-logged that wagons could not be pulled through, travelers cut new paths through the nearby woods.

Here you see three cuts made to avoid mud into which ox carts and wagons sank, making progress slow, dangerous, or even impossible.

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NATIONAL PARK SERVICE

Oct 29, 2006

A perspective view of a two-lane asphalt road stretching into the distance. The road is flanked by dense trees with vibrant autumn foliage in shades of yellow, orange, and red. A white car is visible in the distance on the road. The sky is clear and blue. The date "Oct 29, 2006" is overlaid in red text in the bottom left corner.



Cemetery at edge of parkway





Natchez Trace Parkway, about Mile 350



Sunken Trace Mile 350
Multiple parallel trails where
traffic went around mud holes



Oct 29, 2006
Natchez Trace Parkway

*Collingwood is a small town
off the Parkway.*

*Wayne Co.
Welcome Center*





*Mile 355
exit to nearby town*



**Wayne Co.
WelcomeCenter**

ENTER



TOURIST INFORMATION

WAYNE COUNTY
COME CENTER



*Wayne Co
Welcome Center*



Collingwood, TN

Welcome Center

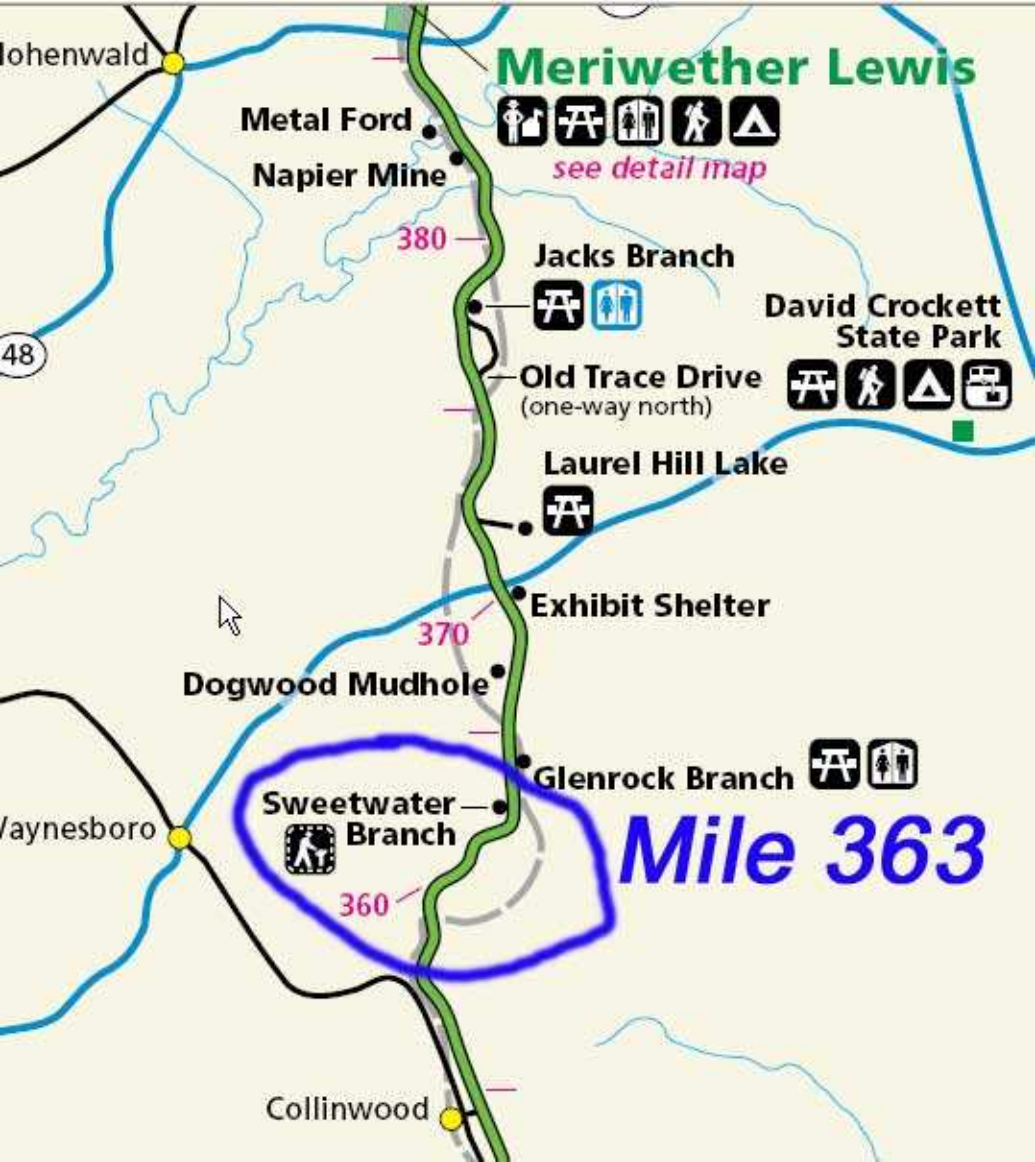
Collinwood, Tn.
1913-1985
Homecoming '86



Free Cookies & Coffee



Collinwood, TN
Main Drag - Oct 29, 2006



Johnewald

Meriwether Lewis

Metal Ford

Napier Mine



see detail map

380

Jacks Branch



David Crockett State Park

48

Old Trace Drive
(one-way north)



Laurel Hill Lake



370

Exhibit Shelter

Dogwood Mudhole

Waynesboro

Sweetwater Branch



Glenrock Branch



Mile 363

360

Collinwood

SWEETWATER BRANCH

Mile 363

This small branch receives its name from the clean and fresh, or "sweet", flavor of its water. Thousands of years of erosion and flooding have gradually built up the fertile bottom lands that you see under cultivation near here.

The branch is still carving and shaping the valley, you may follow the struggle of trees and other vegetation to gain a hold in the shallow rocky soil in the bottom in a 15-minute stroll along this nature trail.

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NATIONAL PARK SERVICE

ETWATER BRANCH

This small branch receives its name from a clean and fresh, or "sweet" flavor of water. Thousands of years of erosion and loading have gradually built up the fertile bottom lands that you see under cultivation near here.

The branch is still carving and shaping the valley you may follow the struggle of trees and other vegetation to gain a hold in the shallow rocky soil in the bottom in a 15-minute stroll along this nature trail.

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NATIONAL PARK SERVICE

**Old German On
Bike Tour Of The Parkway**





Old Trace

BIRDS



Many birds are dependent upon the bottom land forest for food and shelter. If you watch closely, you may see towhees, chickadees, sparrows, cardinals, thrushes, mockingbirds, juncos, woodpeckers, and many other species.

A photograph of a forest path in autumn. The ground is covered in fallen yellow and brown leaves. A wooden bench is on the left side of the path. The path leads into the distance, flanked by tall trees with some green and some yellowing leaves. The lighting is bright, suggesting a sunny day.

*A Section Of
The Original Trace*



Logs Across The Stream



TRAIL
END

Half Mile From Parking Lot





Mile 364.5



Glenrock Branch Picnic Area



Glenrock Branch



Crossing Glenrock Branch





Meriwethe



see detail map

Metal Ford
Napier Mine

380

Jacks Branch



Mile 377.8

Old Trace Drive
(one-way north)

Only Picnic
& Restrooms

Laurel Hill Lake



Exhibit Shelter

370

Dogwood Mudhole



Jack's Branch, Rest Rooms Only



377.8 Jack's Branch Rest Stop







*Allowed to drive on this
2 mile stretch of old Trace*





***Meriwether Lewis Monument
His Remains are underneath***



MERIWETHER LEWIS

1774-1809.

BENEATH THIS MONUMENT ERECTED UNDER LEGISLATIVE ACT BY THE STATE OF TENNESSEE, A.D. ,1848, REPOSES THE DUST OF MERIWETHER LEWIS, A CAPTAIN IN THE UNITED STATES ARMY, PRIVATE SECRETARY TO PRESIDENT JEFFERSON, SENIOR COMMANDER OF THE LEWIS AND CLARK EXPEDITION, AND GOVERNOR OF THE TERRITORY OF LOUISIANA.

IN THE GRINDER HOUSE, THE RUINS OF WHICH ARE STILL DISCERNIBLE, 230 YARDS SOUTH OF THIS SPOT, HIS LIFE OF ROMANTIC ENDEAVOR AND LASTING ACHIEVEMENT CAME TRAGICALLY AND MYSTERIOUSLY TO ITS CLOSE ON THE NIGHT OF OCT. 11, 1809.

THE REPORT OF THE COMMITTEE APPOINTED TO CARRY OUT THE PROVISIONS OF THE MONUMENT ACT, CONTAINS THESE SIGNIFICANT STATEMENTS:

"GREAT CARE WAS TAKEN TO IDENTIFY THE GRAVE. GEORGE NIXON, ESQ., AN OLD SURVEYOR, HAD BECOME VERY EARLY ACQUAINTED WITH THE LOCALITY. HE POINTED OUT THE PLACE; BUT TO MAKE ASSURANCE DOUBLY SURE THE GRAVE WAS RE-OPENED AND THE UPPER PORTION OF THE SKELETON EXAMINED AND SUCH EVIDENCE FOUND AS TO LEAVE NO DOUBT OF THE PLACE OF INTERMENT."

NATCHEZ TRACE

THIS PLAINLY VISIBLE, THOUGH LONG DESERTED ROAD IS A SECTION OF THE NATCHEZ TRACE, EVOLVED FROM BUFFALO AND INDIAN TRAILS, INTO THE FIRST NATIONAL-HIGHWAY OF THE SOUTH-WEST, CUT AND OPENED UNDER AUTHORITY OF THE UNITED STATES GOVERNMENT, AFTER TREATIES NEGOTIATED WITH THE CHICKASAW AND THE CHOCTAW INDIANS, IN 1801.

DESIGNED TO MEET EARLY NECESSITIES OF TRADE BETWEEN NASHVILLE AND THE COUNTRY OF THE LOWER MISSISSIPPI; IT IS AN ABIDING FOOTPRINT OF THE BOLD, CRUDE COMMERCE OF THE PIONEERS; YET IT IS NOT WITHOUT MILITARY SIGNIFICANCE IN THE HISTORY OF OUR COUNTRY. OVER IT PASSED A PART OF ANDREW JACKSON'S ARMY IN HIS CAMPAIGN AGAINST THE CREEK INDIANS IN 1813, AND AGAIN ON HIS RETURN FROM THE BATTLE FIELD OF NEW ORLEANS IN 1815.

BUT, BEFORE TALLEDEGA AND NEW ORLEANS-BEFORE THE SOLDIERS OF JACKSON HAD GIVEN RENOWN TO THE NATCHEZ TRACE, IT RECEIVED ITS IMMORTAL TOUCH OF MELANCHOLY FAME WHEN MERIWETHER LEWIS, JOURNEYING OVER IT ON HIS WAY TO PHILADELPHIA, TO EDIT THE STORY OF HIS GREAT EXPEDITION, HERE MET HIS UNTIMELY DEATH ON THE NIGHT OF OCT. 11, 1809.





The Lewis gravesite remained unmarked until 1848. That year, the State of Tennessee erected the broken column, seen here symbolizing Lewis' untimely death at the age of 35.



GRINDER HOUSE

SITE AND RUINS OF THE GRINDER HOUSE,
IN WHICH MERIWETHER LEWIS MET HIS
DEATH ON THE NIGHT OF OCT. 11, 1809.



Remains of the Grinder House Foundation



Jefferson had long thought of exploring and expanding the young United States from coast to coast, and on February 20, 1803, Congress appropriated funds for an expedition to the Missouri River to find a path. Under Jefferson's selection Meriwether Lewis as commander of the expedition and made preparations for Lewis to receive instruction from the French scientists of the day, including Antoine Lavoisier and Dr. Benjamin Franklin.



In July, 1803, Captain Lewis left Washington, D.C., with Meriwether Lewis and William Clark, who led the expedition to St. Louis. Jefferson ordered the expedition. In July 1804, the Corps of Discovery left St. Louis with orders for the journey to the Pacific. They carried food, tools, and the equipment for scientific observation. Jefferson expected Lewis and Clark to return with valuable information on the natural resources of the continent that included a significant territory.



The Corps discovered the large field of the Missouri in 1804. In 1805, Lewis and Clark discovered the first winter camp on the expedition. After wintering at Fort Union, Clark went on a separate mission to find a route to the west with the Corps of Discovery. In June 1805, the expedition was forced to leave their winter camp.



Meriwether Lewis discovered the source of the Snake River in 1805. He was the first to see the Snake River. Lewis and Clark discovered the Snake River in 1805. Lewis and Clark discovered the Snake River in 1805.

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Meriwether Lewis was born near Charlottesville, Virginia, on August 18, 1774. The second of three children born to William and Lucy Lewis, his childhood was spent exploring the countryside with his dog as well as studying music. His father died when he was five. His mother remarried, and the family moved to Georgia when he was ten. Three years later Lewis returned to the Charlottesville area to continue the studies with his mother.



At the age of twenty, Lewis joined the Virginia militia after a call to suppress the Whiskey Rebellion. Using military skills, he joined the Regular Army. He earned military distinction at various frontier posts in the Northwest Territory, including a brief period under William Clark, later his co-commander on the famous journey. By the age of twenty-six Lewis was promoted to the rank of captain.



In 1801, President Jefferson appointed Lewis as the second in command of the Corps of Discovery. Lewis and Clark were appointed to the expedition in 1803. Lewis and Clark were appointed to the expedition in 1803.



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Thomas Jefferson, a Virginia planter, statesman and President of the United States, was elected as President in 1800. Jefferson asked Lewis to serve as the personal secretary to him in the private office of the President. It was in this capacity that Lewis was introduced to the Corps of Discovery. Lewis had also the opportunity to study with Jefferson, a fellow Virginian, and had access to Jefferson's extensive library.

After Jefferson's selection, Lewis visited the Virginia and French commanding officers, William Clark, and Meriwether Lewis. Jefferson ordered the expedition. In July 1804, the Corps of Discovery left St. Louis with orders for the journey to the Pacific. They carried food, tools, and the equipment for scientific observation. Jefferson expected Lewis and Clark to return with valuable information on the natural resources of the continent that included a significant territory.

Meriwether Lewis

Meriwether Lewis

1774-1809



A native of Virginia, he entered the United States Army in 1794 and achieved the rank of Captain in 1797. From 1801 to 1803 he was the private secretary of President Thomas Jefferson.



Personal possession of Meriwether Lewis

During the years 1804 to 1807 Lewis, assisted by William Clark, led the expedition which explored the great American Northwest from the mouth of the Missouri River to that of the Columbia.



Excerpt from Journal of Meriwether Lewis



Title Page of Lewis and Clark Expedition Report

The Lewis and Clark Expedition provided the first accurate knowledge of the extent and character of the vast territory west of the Mississippi River.



Meriwether Lewis gravesite

Lewis later became Governor of Louisiana. He died at Grinders Inn on the Natchez Trace October 11, 1809, at age 35, apparently from a self-inflicted gunshot wound while enroute from Saint Louis to Washington, D. C. In 1848 Tennessee erected a monument at his gravesite.



Meriwether Lewis

An exhibit board for Meriwether Lewis, featuring two portraits of him, several text panels, and small images. The board is mounted on a wooden stand.

Western Expansion

An exhibit board titled "Western Expansion" featuring four maps of the United States showing territorial changes. The board is mounted on the wall.

Historical Photographs









so They Loaded Up Their Trunks



Hills, & They Moved to Tennessee
there are.

Watering
holes.

Country
stars.

the
Elephant
Sanctuary[®]
in Tennessee



Live Camera

Save Elephants in Zoos

Sign up to receive email updates!

National Zoo

BEHIND THE SCENES

CAMPAIGNS

ACTION CENTER

MEDIA CENTER

RESOURCES

HOME

Inside Zoos

Inside Sanctuaries

Truth About AZA

Zoos vs. Sanctuaries

ZOO SHOULD SEND TONI TO THE ELEPHANT SANCTUARY IN
E

Toni the elephant is 39 years old - young for an animal that can live to be 60 or 70 years old in the wild. But she has crippling arthritis and the National Zoo has announced it may euthanize her if her condition doesn't improve. Countless zoo elephants have died prematurely because they were confined on unnaturally hard surfaces; chances are that Toni will not improve if she remains in a zoo. Her only hope is to be moved to a facility -- The Elephant Sanctuary (TES) in Hohenwald, Tennessee -- that can offer her access to natural substrate to halt the debilitating impact hard surfaces have on her feet and bones.



TES, the nation's largest natural-habitat refuge developed exclusively for elephants, has extensive experience in restoring quality of life to elephants debilitated by years of confinement in zoos.

NEWS ALERT:



National Zoo





Breakfast Shop
Hohenwald, TN Oct 30, 2006

Welcome to the Official Website of Checkered Flag Speedway in Hohenwald, Ten





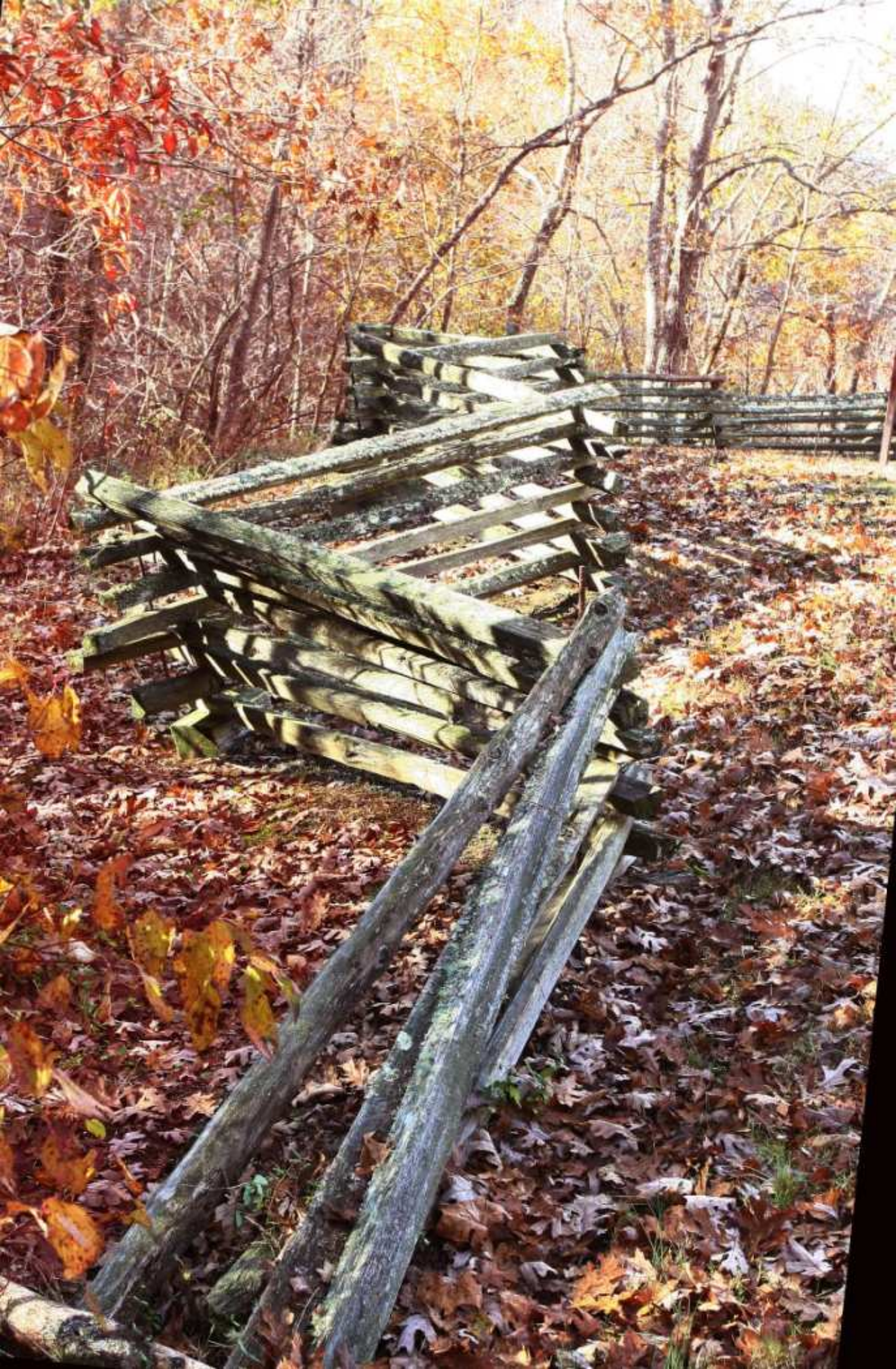
Fall
Hollow



LITTER

Mile 392







← Tupelo 131
Nashville 74 →



Hohenwald, TN Oct 30, 2006

The
Lewis County
Museum.

Hohenwald, TN Oct 30, 2006





Stands on the Old Trace

Travel on the Natchez Trace was an adventure in the early 1800's. The 500-mile trail traversed a sprawling wilderness where only Indians, outlaws, and wild animals were at home. Travelers needed a place to find food, supplies, and rest.

At government request, the Chickasaw tribe permitted the establishment of inns or "stands" at one-day intervals through their lands — but only if Indians were the proprietors. One such stand known as "Sheboss" once operated near here, although the exact location is unknown.

Sheboss Stand

The widow Cranfield operated an inn here with her Indian second-husband who spoke little English. According to legend, when travelers approached with questions about accommodations, he would only point to his wife and say, "She boss."



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Lands of the Chickasaw

Before 1805 the Chickasaw Indians owned all the land in this vicinity. Only the Natchez Trace — part of which remains here — had made inroads into tribal territory.

When the Indians ceded land to the United States in the early 1800's, the Natchez Trace became a boundary. The land behind you became government property under an 1805 treaty. In 1816 the tribe ceded a much larger tract, including the land in front of you.

Eventually the Chickasaws left their homeland. In 1837 the government removed them to Indian Territory in Oklahoma over the tragic "Trail of Tears."

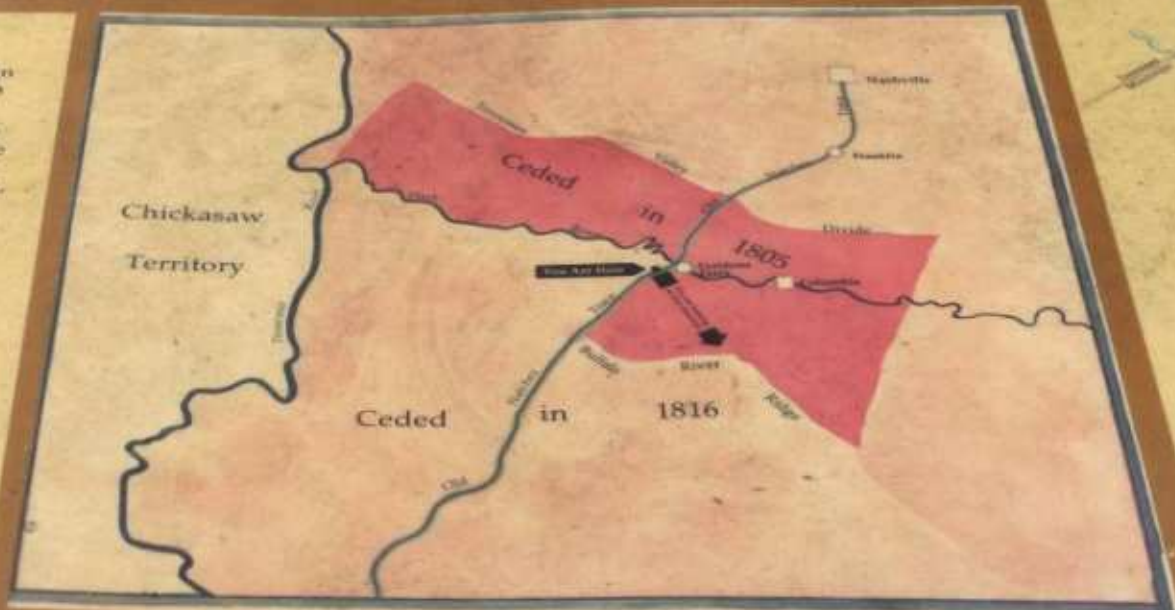


Red Jacket, chief of the Chickasaw nation.



George H. Roper, chief of the Chickasaw Nation.

Despite the dissolution of their lands, the Chickasaws evolved a unique culture based on the American model. As hunting ranges shrank, they became farmers. The Chickasaws established their own schools, courts, and legislature. During the Civil War the tribe joined the Confederacy.









OLD TRACE





Fly

412

7

7

COLU



410

Water Valley Overlook



Shady Grove

50

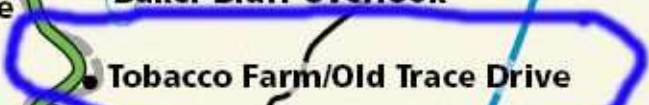
Gordon House
Historic Site



Jackson Falls

Baker Bluff Overlook

Old Trace



Tobacco Farm/Old Trace Drive

400

Sheboss Place

Mile 401.4

Old Trace

43

Devil's Backbone
State Natural Area

412

TENNESSEE

Swan View
Overlook

Fall Hollow



48

390

Meriwald

20

Summertown

Meriwether Lewis



see detail map

Metal Ford



Tobacco Farm - You see here a typical early 1900's tobacco farm. A 10-minute loop walk takes you through the field and to the barn where you see tobacco hanging to dry.

Old Trace - From here you may drive north on a narrow 2-mile section of the original Old Natchez Trace and meet the parkway at the other end. Your slower pace may take you back in time and let you enjoy the views of valleys below.

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TOBACCO FARM - OLD TRACE

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Tennessee Tobacco Farm

On this model farm, Burley tobacco is grown and air-cured. It's a hard crop to raise, each acre requiring about 250 hours of labor. (Wheat is only three hours!) William Coleman has been growing tobacco here for over 40 years. Listen as he describes how it's done.



Seeding plants in the seed bed.

Setting plants in the field.

Putting plants on sticks.

Removing tops.

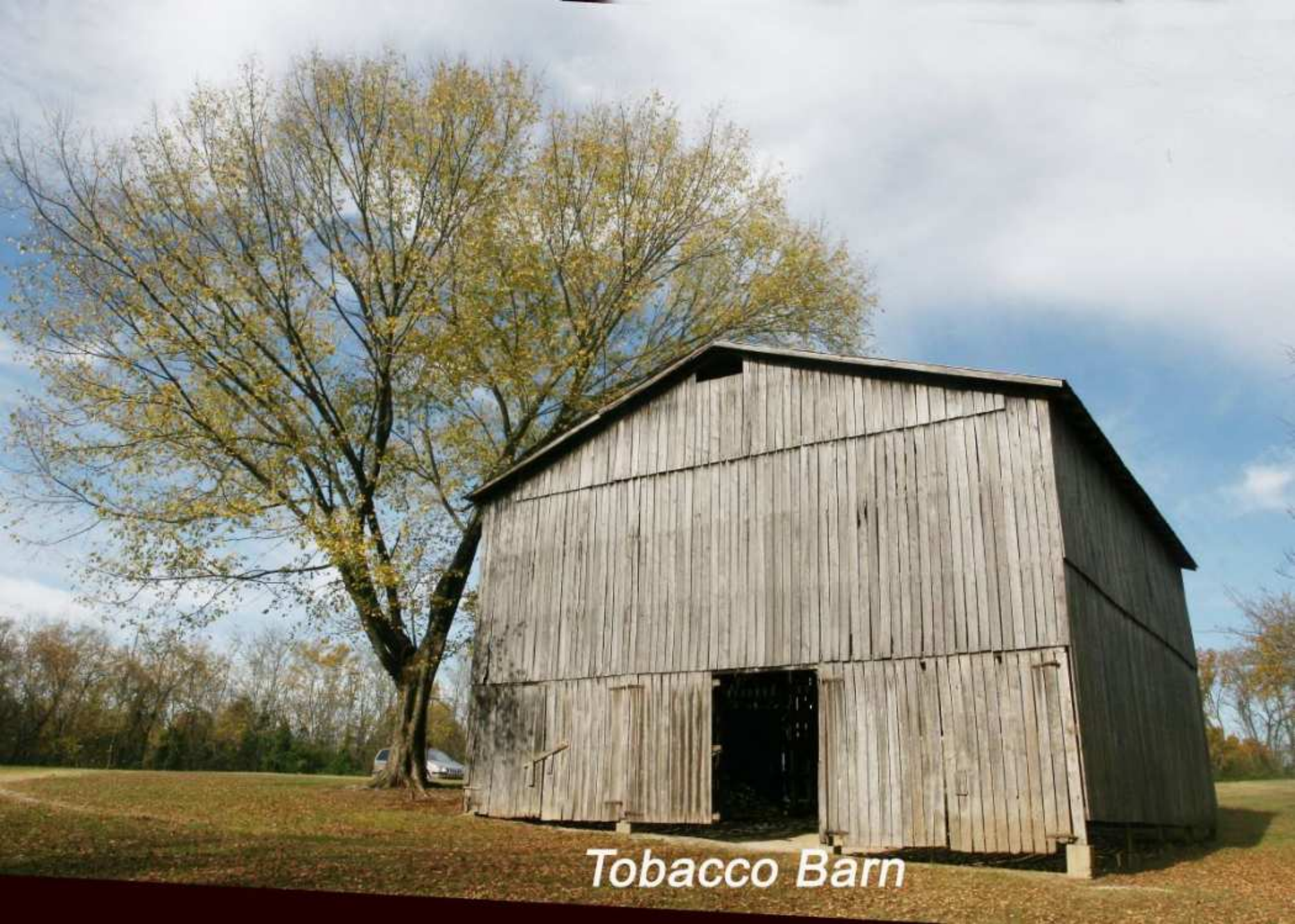
Cutting mature plants near the ground.

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Tobacco Barn



A dirt trail winds through a forest with autumn foliage. The path is light-colored and appears to be made of dirt and gravel. The trees on either side have leaves in shades of yellow, orange, and green. The ground is covered with fallen leaves, particularly on the right side. The overall scene is bright and sunny, suggesting a clear day in autumn.

***Half Mile Trail To
Ferry Landing***



Trail To Ferry Landing













JACKSON FALLS



JACKSON FALLS
SARKWIS





POINTS OF INTEREST



JACKSON FALLS - A steep trail, 900 feet long, takes you to a clear pool at the base of these falls.

DUCK RIVER OVERLOOK - A gentle 1/4 mile trail leads to a viewpoint 300 feet (30 stories) above the Duck River.

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The Family Farm...

Working in Harmony with the Environment

Conservation differs from preservation in that it deals with the reality that we must use our natural resources. However, we can have the benefits while conserving them for future generations. Conservation focuses on "use" without abuse.



Mountain Meadows & Conservation Center
1000 Mountain Meadows Road
Mountain Meadows, UT 84054
Phone: 435-633-2222
www.mountainmeadows.org

OLD TRACE WALK

Preserved here is a 2,000-foot long section of the original Old Natchez Trace which follows a ridge 300 feet above the Duck River.

A 10-15 minute stroll will take you to the end of the trail and back and provide a change of pace from driving.

As you walk the Old Trace imagine the ordeal of early 1800's travelers who had to make 20 to 30 miles a day on foot or horseback.

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OLD TRACE
OLD TRACE
PARKWAY
WALK



THE GORDON HOUSE

One of the few remaining buildings associated with the Old Natchez Trace is the house of ferry operator John Gordon.

In the early 1800^s Gordon made an agreement with the Chickasaw Chief George Colbert to operate a trading post and ferry on the Duck River.

Military expeditions with General Andrew Jackson kept him away from home much of the time. His wife Dorathea supervised the construction of the present house in 1817-18. John Gordon died shortly after it was completed, but Mrs. Gordon lived here until her death in 1859.

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The Gordon House

One of the few remaining buildings associated with the Old Natchez Trace is the house of ferry operator John Gordon. Built in 1817-18, the Gordon House was one of the first brick homes in this area.

In the early 1800's, Gordon settled here as ferry operator, trader, farmer, and Indian fighter. Because military expeditions kept him away from home, his wife Dorothea supervised the building of the house. Gordon died shortly after it was completed, but Mrs. Gordon lived here until her death in 1859. In 1978 the National Park Service restored the house to its original appearance.

A ten-minute walk beginning here leads to a section of the original Natchez Trace and the Duck River ferry site.

OLD NATCHEZ TRACE

The 500 mile long Natchez Trace of the early 1800's, then known as the Natchez Road, connected Nashville on the Cumberland River with Natchez on the Mississippi River. This historic wilderness road crossed the Duck River $\frac{1}{4}$ mile south of here. John Gordon, an Indian scout and fighter with General Andrew Jackson, established a ferry and trading post here in 1802.

Erected May 27, 1991

By the Hickman County and Duck River Chapter
Daughters of the American Revolution





*Natchez Trace Mile 407.7
Gordon House 10/29/06*



CLOSED







From Signboard at Ferry Site





Gordon's Ferry

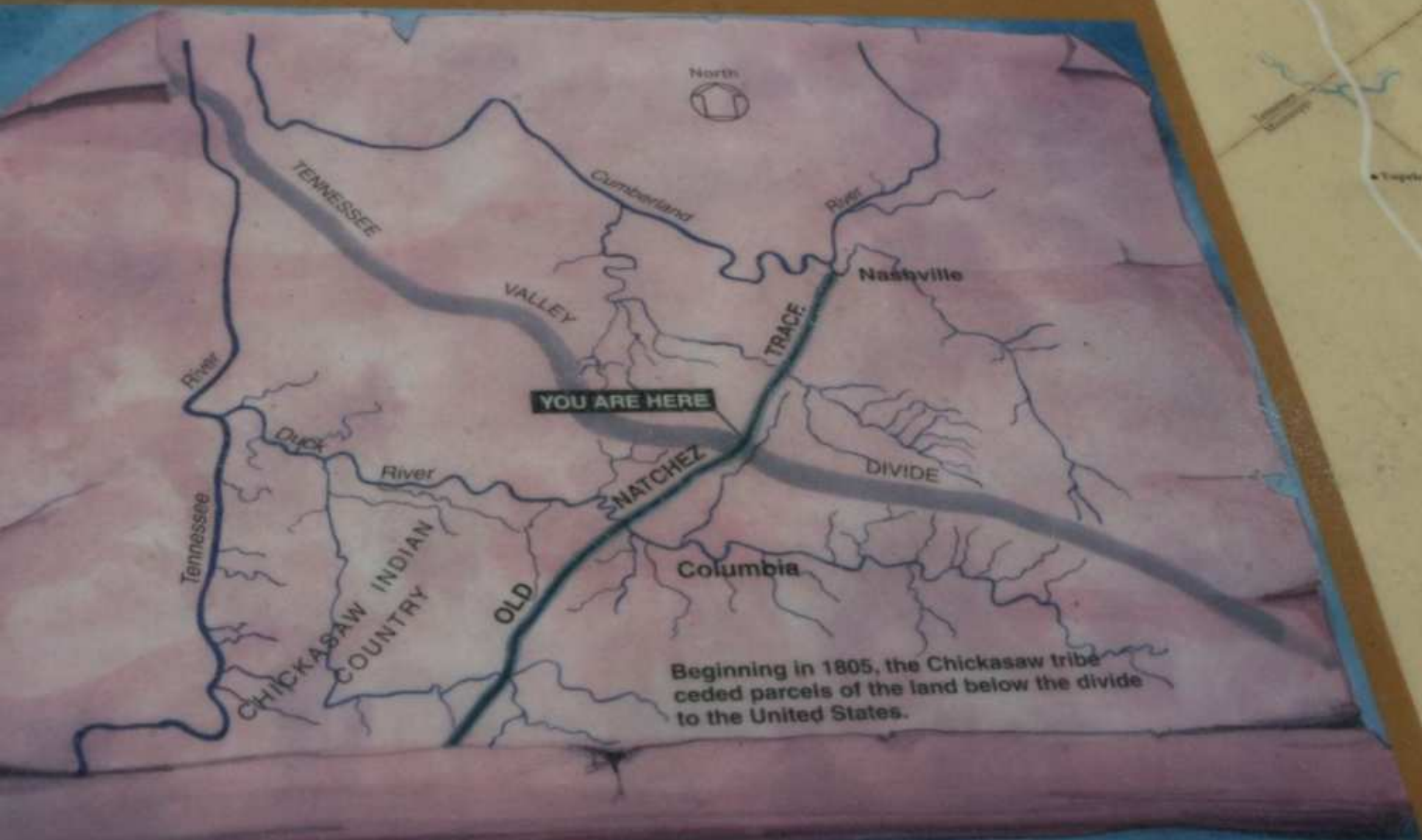
In 1800 stream crossings were critical to the opening of the Natchez Trace. Felled trees would bridge small streams, but rivers were greater barriers. Large-scale bridge building was impractical in the wilderness, and rivers like this could be forded only during dry periods. A ferry was the best solution.

John Gordon — trader, soldier, and friend of Andy Jackson — opened a ferry here in 1803, sharing the profits with Chickasaw Chief George Colbert who by treaty controlled ferries on Indian lands. Gordon's ferry crossed the Duck River for over 90 years until a bridge opened in 1896.









YOU ARE HERE

Beginning in 1805, the Chickasaw tribe ceded parcels of the land below the divide to the United States.







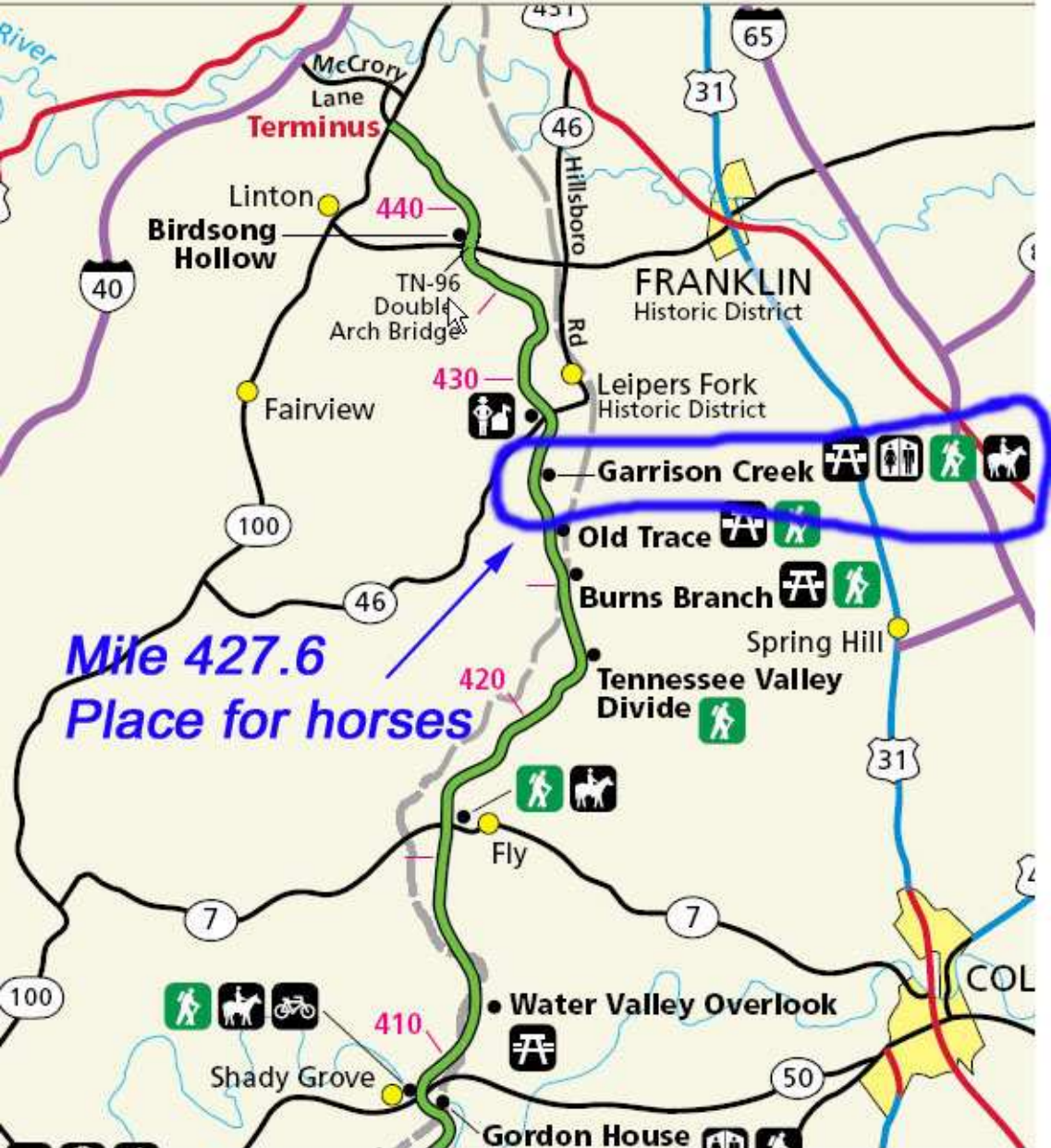


Tennessee Valley Divide

The high ground you are on is part of a long ridge that divides central Tennessee. Streams south of the divide flow to the Duck and Tennessee Rivers, while streams to the north empty into the Cumberland River.

Travelers in the early days of the Natchez Trace were more conscious of the divide. Moving on foot or on horseback, they noticed changes in elevation and stream direction. Going north toward Nashville, the Tennessee Valley Divide marked the edge of the frontier — the end of Chickasaw Indian country.











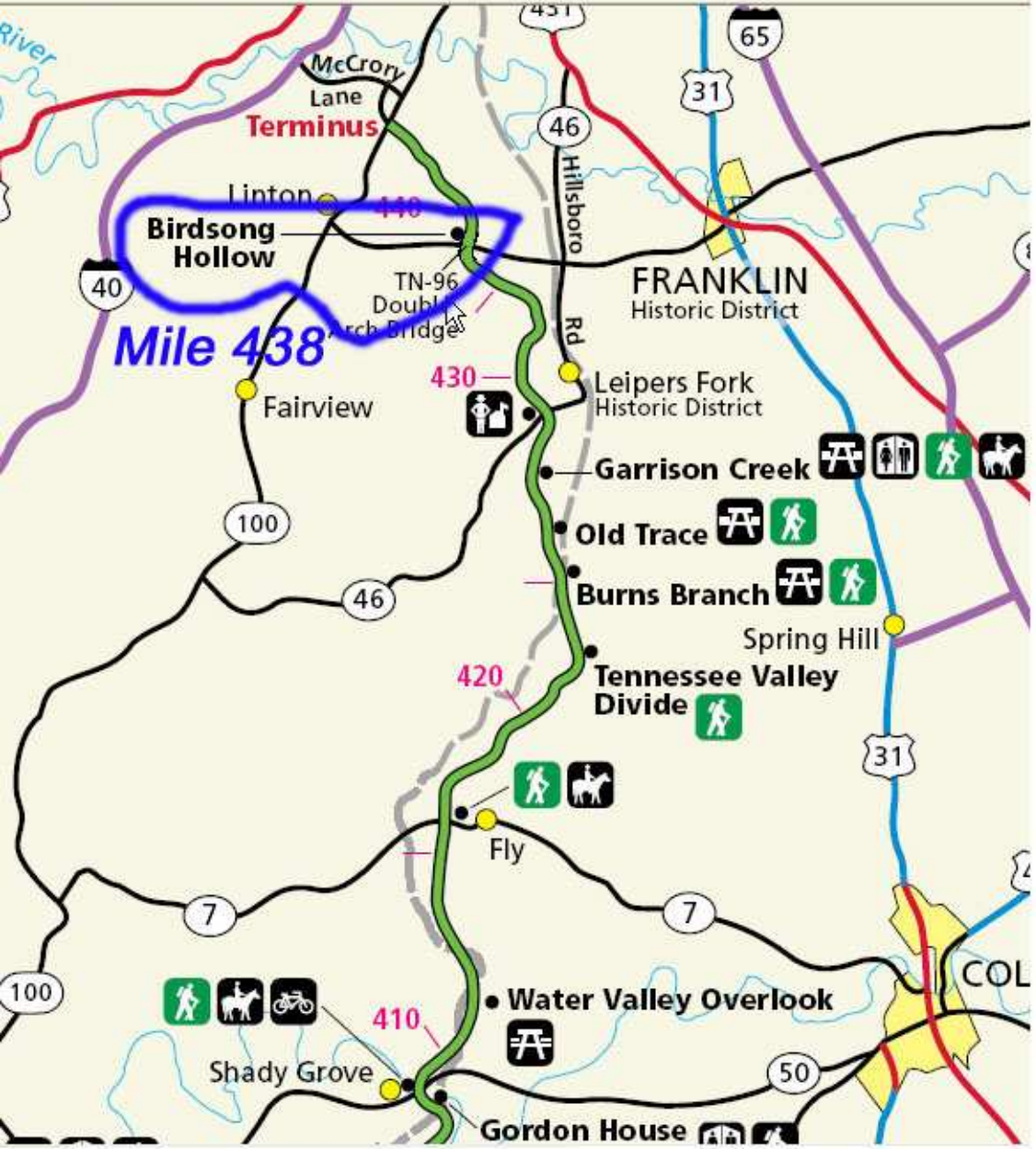












Here I Made a Stay...

"On the 14th day I got to Franklin a small town within 15 miles of Nashville. here [sic] I made a stay..."

Dr. Rush Nutt, April 5, 1805

In the late 1790s and early 1800s more people moved to the frontier community of Nashville. Like many growing communities, people began spreading out, looking for land on which to homestead. Williamson County grew quickly, and its towns began servicing the travelers on the old Trace.

Exploring communities adjacent to the Natchez Trace Parkway reveals clues to the history of the old Trace and the birth of the old Southwest.



North Terminus Mile 444.0

Terminus

NOTE:
Highway 100 becomes
West End Ave which
goes to the
center of Nashville
Use Old Hickory to
get to Interstate

Or return via
Trace to TN 96
to avoid city
traffic

NASHVILLE

FRANKLIN
Historic District

Belle Meade

Birdsong
Hollow

Leipers Fork
Historic District

TN-96
Double
Arch Bridge

Fairview

Highway 100

46

Hillsboro
Rd

431

440

440

430

Old Hickory
Blvd

Linton

Linton

Birdsong
Hollow

Fairview

40

440

65

ALT
41

24

11

ALT
3

65

31

40

0

sville

berland
River

River



**Birdsong
Hollow**

END