



**North Carolina Department of Cultural Resources
State Historic Preservation Office**

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Office of Archives and History

Division of Historical Resources
David J. Olson, Director

July 11, 2002

MEMORANDUM

TO: William D. Gilmore, Manager
Project Development and Environmental Analysis Branch
Department of Transportation, Division of Highways

FROM: David Brook *David Brook*

SUBJECT: Historic Architectural Resources Report, US 74 Improvements, R-3329,
Mecklenburg and Union Counties, ER 02-9436

Thank you for your letter of March 27, 2002, transmitting the report by Mattson, Alexander and Associates for the project. We apologize for the delay in our response, but staff vacancies prevented a timelier reply.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are eligible for listing in the National Register of Historic Places under the criterion cited:

- #8 James Orr Stores: Criterion A for Commerce as a rare survivor of the types of stores built in the small railroad or crossroads communities of the North Carolina Piedmont during the early twentieth century.
- #35 Secrest Farm: Criterion A for Agriculture as a rare example of a farm that typifies the middling, early twentieth century farms that once dotted Union County.
- #40 Hiram Secrest Farm: Criterion C for Architecture as one of the finest early-twentieth century farmhouses remaining in Union County and clearly representing the main currents of architectural design in Union County during the period.

The following properties are determined not eligible for listing in the National Register of Historic Places:

- Properties #1-#7; #9-#34, including #20 (Justus Lee Benton House) and #22 (Philip Condor Stinson House); #36-#39; and #41-#59.

Please note that we received two copies of the report that contained photocopies of the photographs. We would appreciate receiving an additional copy of the report with originals of all of the photographs.

The above comments are made pursuant to Section 106 of National Historic Preservation Act and Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Barbara Church, NCDOT

bc: Brown/McBride

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PHASE 2
HISTORIC ARCHITECTURAL RESOURCES SURVEY AND REPORT
US 74 IMPROVEMENTS
MECKLENBURG AND UNION COUNTIES
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
TIP NO. R-3329
STATE PROJECT NO. 8.1690501
FEDERAL AID PROJECT NO. STPNHF-74(21)

Prepared By

Mattson, Alexander and Associates, Inc.
Charlotte, North Carolina 28205

Prepared For

Post, Buckley, Schuh & Jernigan, Inc.
Charlotte, North Carolina 28217

10 October 2000

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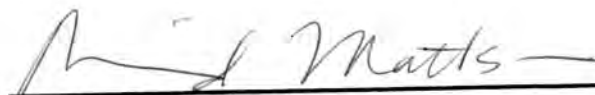
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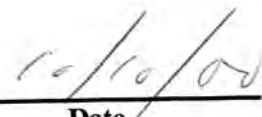
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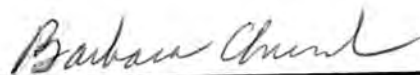
10 October 2000



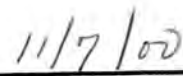
Principal Investigator
Mattson, Alexander and Associates



Date



Historic Architectural Resources
North Carolina Department of Transportation



Date

MANAGEMENT SUMMARY

This project is entitled US 74 Improvements, Mecklenburg and Union Counties. The TIP Number is R-3329, and the State Project Number is 8.1690501. The project proposes improvements to the US 74 corridor between US 601, north of Monroe in Union County, to I-485 (the Charlotte Outer Loop) in Mecklenburg County. This portion of US 74 serves commuting traffic between employment centers in the City of Charlotte and communities in Union County; and regional travel through the southern Piedmont. Detailed study corridors include both improving existing US 74 (Corridor G) and four new alternative corridors (D-2, D-3, E-2, and E-3) (Figures 1 and 2).

The Improving US 74 Alternative is the construction of the proposed US 74 Monroe Bypass (R-2559) to existing US 74 in the vicinity of Rocky River Road and the conversion of existing US 74 to a controlled-access highway from Rocky River Road westward to I-485. Corridor G accommodates this alternative and is generally 1,000 feet wide and about eleven miles long.

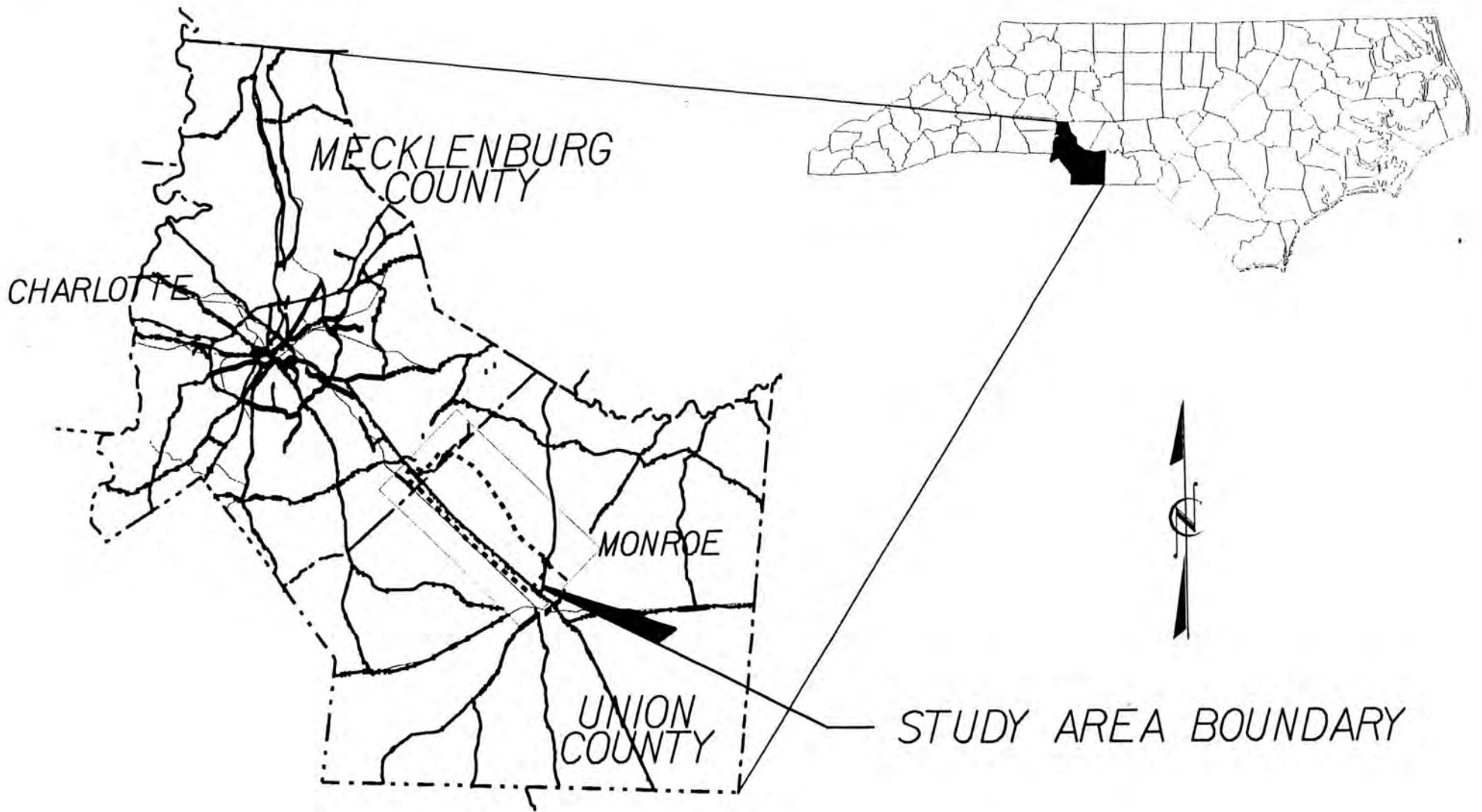
The New Location Alternatives each involve the construction of a new controlled-access, multi-lane highway. These four corridors extend approximately eleven miles, from US 601 at the proposed US 74 Monroe Bypass to existing US 74 at various locations and continue along the existing highway corridor to I-485 (Figure 2).

This architectural survey was conducted and the report prepared in order to identify historic architectural resources located within the area of potential effects (A.P.E.) as part of the environmental studies conducted by N.C.D.O.T. and documented by an environmental assessment (E.A.). This report and addendum are prepared as a technical addendum to the E.A., which is on file at the North Carolina Department of Transportation, Raleigh, North Carolina. The technical addendum is part of the documentation undertaken to comply with the National Environmental Policy Act (N.E.P.A.) and the National Historic Preservation Act of 1966, as amended. Federal regulations require federal agencies to take into account the effect of their undertakings on properties included in, or eligible for inclusion in, the National Register of Historic Places and to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings.

The report meets the guidelines for architectural surveys established by N.C.D.O.T. (15 June 1994). These guidelines set forth the following goals for architectural surveys: (1) to determine the A.P.E. for the project; (2) to locate and identify all resources fifty years of age or older within the A.P.E.; and (3) to determine the potential eligibility of these resources for listing in the National Register of Historic Places. In addition, this report conforms to the expanded requirements for architectural survey reports developed by N.C.D.O.T. and the North Carolina Department of Cultural Resources (February 1996).

The methodology for the survey consisted of background research into the historical and architectural development of the area and a field survey of the A.P.E. The field survey was conducted by automobile as well as on foot to delineate the A.P.E. of the proposed highway construction and to identify all properties within this area which were built prior to 1951. Every property greater than fifty years of age was photographed, mapped, and evaluated, and those considered worthy of further analysis were intensively surveyed and evaluated for National Register eligibility.

The boundaries of the A.P.E. are shown on US Geological Survey (U.S.G.S.) topographical maps



US 74 IMPROVEMENTS TIP No. R-3329
MECKLENBURG & UNION COUNTIES

PROJECT LOCATION

FIGURE 1

(see Figure 11 in Appendix A). Situated primarily north of U.S. 74, at the western outskirts of Monroe, the A.P.E. comprises a combination of modern residential, commercial, and light-industrial development, and historically rural, agrarian landscapes. One hundred percent of the APE was surveyed.

A total of fifty-nine resources were identified as being at least fifty years of age, and five resources were evaluated in the Property Inventory and Evaluations Section of the report. The evaluated properties include one ca. 1870 dwelling, two early-twentieth-century farmhouses, one early-twentieth-century farmstead, and one early-twentieth-century commercial building. Three of these properties were considered eligible for the National Register.

Properties Listed in the National Register

None

Pages**Properties Listed in the North Carolina Study List**

No. 20	Justus Lee Benton House	52-58
No. 22	Philip Condor Stinson House	59-64

Properties Evaluated Intensively and Considered Eligible for the National Register

No. 8	James Orr Stores	24-32
No. 35	Secrest Farm	33-43
No. 40	Hiram Secrest House	44-51

Properties Evaluated Intensively and Considered Not Eligible for the National Register

No. 20	Justus Lee Benton House	52-58
No. 22	Philip Condor Stinson House	59-64

Other Properties Evaluated and Considered Not Eligible for the National Register (see Appendix B)

No. 1	House
No. 2	House
No. 3	House
No. 4	House
No. 5	House
No. 6	House
No. 7	House
No. 9	House
No. 10	House
No. 11	House
No. 12	House
No. 13	Stallings United Methodist Church
No. 14	House
No. 15	House
No. 16	House
No. 17	House
No. 18	House
No. 19	House
No. 21	House
No. 23	House
No. 24	House
No. 25	House
No. 26	House
No. 27	House
No. 28	House
No. 29	House
No. 30	House
No. 31	House
No. 32	House
No. 33	House

No. 34	House
No. 36	House
No. 37	House
No. 38	House
No. 39	House
No. 41	House
No. 42	House
No. 43	House
No. 44	House
No. 45	House
No. 46	House
No. 47	Secret Outbuildings
No. 48	Grace United Methodist Church
No. 49	House
No. 50	House
No. 51	House
No. 52	House
No. 53	Barbee House
No. 54	Fowler Tenant House
No. 55	House
No. 56	Fowler House
No. 57	House
No. 58	House
No. 59	House

TABLE OF CONTENTS

	<u>Page No.</u>
I. List of Figures and Plates	8
II. Introduction	11
III. Physical Environment	12
IV. Methodology	13
V. Background Historical Essay and Historic Contexts	15
VI. Property Inventory and Evaluations	23
A. Properties Evaluated Intensively and Considered Eligible for the National Register	24
B. Properties Evaluated Intensively and Considered Not Eligible for the National Register	52
VII. Bibliography	65
VIII. Appendix A: Area of Potential Effects Map	
IX. Appendix B: Photographic Inventory/Evaluations	
X. Appendix C: Professional Qualifications	

I. LIST OF FIGURES AND PLATES

<u>Figures</u>	<u>Page No.</u>
1. Project Location Map	2
2. Map of Proposed Alternatives	3
3. James Orr Stores - Site Plan	31
4. James Orr Stores - Proposed National Register Boundaries	32
5. Secrest Farm - Site Plan	42
6. Secrest Farm - Proposed National Register Boundaries	43
7. Hiram Secrest House - Site Plan	50
8. Hiram Secrest House—Proposed National Register Boundaries	51
9. Justus Lee Benton House—Site Plan	58
10. Philip Condor Stinson House—Site Plan	64
11. Area of Potential Effects Map	Appendix A
12. Field Survey Map	Appendix B

<u>Plates</u>	<u>Page No.</u>
1. James Orr Stores—Setting	27
2. James Orr Stores	27
3. James Orr Stores	28
4. James Orr Stores	28
5. James Orr Stores	29
6. James Orr Stores	29
7. James Orr Stores	30
8. James Orr Stores	30
9. Secrest Farm, House and Setting	35
10. Secrest Farm, House	35
11. Secrest Farm, House	36
12. Secrest Farm, House	36
13. Secrest Farm, Well House and Smokehouse	37
14. Secrest Farm, Well House	37
15. Secrest Farm, Smokehouse	38
16. Secrest Farm, Fields and Corncrib	38
17. Secrest Farm, Outbuildings	39
18. Secrest Farm, Outbuildings	39
19. Secrest Farm, Poultry House	40
20. Secrest Farm, Fields	40
21. Secrest Farm, Fields	41
22. Hiram Secrest House	46
23. Hiram Secrest House	46
24. Hiram Secrest House	47
25. Hiram Secrest House	47

26.	Hiram Secrest House	48
27.	Hiram Secrest House, Interior	48
28.	Hiram Secrest House, Interior	49
29.	Hiram Secrest House—Corncrib	49
30.	Justus Lee Benton House	54
31.	Justus Lee Benton House	54
32.	Justus Lee Benton House	55
33.	Justus Lee Benton House	55
34.	Justus Lee Benton House—Outbuildings	56
35.	Justus Lee Benton House—Outbuildings	56
36.	Justus Lee Benton House—Fields and Modern Subdivision	57
37.	Justus Lee Benton House—Outbuildings	57
38.	Philip Condor Stinson House	61
39.	Philip Condor Stinson House	61
40.	Philip Condor Stinson House	62
41.	Philip Condor Stinson House	62
42.	Philip Condor Stinson House—Outbuildings	63

II. INTRODUCTION

This Phase II intensive-level architectural survey was undertaken in conjunction with the proposed construction of a US 74 bypass around Monroe in Union County. The T.I.P. Number for this highway widening is R-3329, and the State Project Number is 8.1690501. Mattson, Alexander and Associates, Inc. of Charlotte, North Carolina, conducted the project for the North Carolina Department of Transportation, Raleigh, North Carolina. Richard L. Mattson and Frances P. Alexander served as the principal investigators, and the project was undertaken between March and August 2000.

The project proposes improvements to the US 74 corridor between US 601, north of Monroe in Union County, to I-485 (the Charlotte Outer Loop) in Mecklenburg County. Detailed study corridors include both improving existing US 74 (Corridor G) and four new alternative corridors (D-2, D-3, E-2, and E-3). The Improving US 74 Alternative is the construction of the proposed US 74 Monroe Bypass (R-2559) to existing US 74 in the vicinity of Rocky River Road and the conversion of existing US 74 to a controlled-access highway from Rocky River Road westward to I-485. Corridor G accommodates this alternative and is generally 1,000 feet wide and about eleven miles long. The New Location Alternatives each involve the construction of a new controlled-access, multi-lane highway. These four corridors extend approximately eleven miles, from US 601 at the proposed US 74 Monroe Bypass to existing US 74 at various locations and continue along the existing highway corridor to I-485 (see Figures 1 and 2).

This architectural survey was undertaken in accordance with the Department of Transportation Act of 1966, Section 106 of the National Historic Preservation Act of 1966, as amended (36 C.F.R. 800), and the F.H.W.A. Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents). Section 106 requires the identification of all properties eligible or potentially eligible for listing in the National Register of Historic Places according to criteria defined in 36 C.F.R. 60. In order to comply with these federal regulations, this survey followed guidelines set forth in Phase II Survey Procedures for Historic Architectural Resources (N.C.D.O.T., 15 June 1994) and expanded requirements for architectural survey reports developed by N.C.D.O.T. and the North Carolina Department of Cultural Resources (February 1996). Federal regulations require that the area of potential effects (A.P.E.) for the undertaking must be determined. The A.P.E. is defined as the geographical area, or areas, within which an undertaking may cause changes to the character or use of historic properties, if such potentially eligible properties exist. The A.P.E. is depicted on a U.S. Geological Survey topographical map found in Appendix A.

The A.P.E. is based upon the location of the proposed corridors in relationship to natural and physical features. The A.P.E. parallels the project alternatives, but extends north and south to incorporate all view sheds from the corridors. In general, the A.P.E. for this project follows a southeasterly course from just south of Matthews in Mecklenburg County to the vicinity of Fowler Crossroads (US 601) in Union County. Specifically, the northwest portion of the A.P.E. is delimited by intense modern residential and commercial construction oriented to US 74 near Matthews and the newly completed I-485 interchange. Moving southeast, the boundaries of the A.P.E. are marked primarily by modern subdivisions along secondary roads and pockets of woodlands that define the view sheds. South and west of US 74, sections of the A.P.E. boundary are defined by the Seaboard Coast Line Railroad tracks and the mix of modern industrial, commercial, and residential land uses oriented to the tracks and the small railroad communities of Stallings, Indian Trail, Stouts, and Bakers. North and East of US 74 and the project area, modern residences, woodland, and the rolling, Piedmont topography buffer the alternatives from agricultural lands and farmsteads to the north.

III. PHYSICAL ENVIRONMENT

The project will occur in western Union County and a small portion of southeastern Mecklenburg County in the Piedmont region of North Carolina. The red clay soil is suited to cotton cultivation, and the A.P.E. includes a number of small and middling farmsteads which historically grew cotton, corn, and other small grains. While the streams found within the A.P.E. provided a steady supply of water for domestic and agricultural use, no river suited for commercial transportation served this area.

US 74 crosses the south side of the A.P.E. and links the city of Monroe (just east of the project) to Charlotte to the west. While this highway has long attracted commercial-strip activities between Monroe and Charlotte, the rapid southward expansion of Charlotte in recent years and the completion of the I-485 interchange at US 74 near the county line have ignited new commercial, industrial, and residential construction. Although the A.P.E. northeast of US 74 still contains some rolling agricultural fields and middling farmsteads characteristic of the North Carolina Piedmont, development pressures are transforming this agrarian landscape. Sizable tracts of former farmland have been converted to residential subdivisions, as northwestern Union County increasingly becomes a Charlotte suburb. Southwest of US 74, near the Seaboard Coast Line Railroad, new light-industrial, commercial, and residential land uses have appeared around the hamlets of Stallings, Indian Trail, Stouts, and Bakers.

IV. METHODOLOGY

This Phase II architectural survey was conducted as part of the planning for US 74 Improvements project in Union and Mecklenburg counties, North Carolina. The architectural survey for this federally funded project was undertaken in accordance with the Department of Transportation Act of 1966, Section 106 of the National Historic Preservation Act of 1966, as amended (36 C.F.R. 800), and the F.H.W.A. Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents). The survey followed guidelines set forth in *Phase II Survey Procedures for Historic Architectural Resources* (N.C.D.O.T., 15 June 1994).

The Phase II architectural survey had three objectives: 1) to determine the area of potential effects; 2) to identify all resources within the A.P.E. which may be potentially eligible for listing in the National Register of Historic Places; and 3) to evaluate these potential resources according to National Register criteria. The N.C.D.O.T. Phase II survey guidelines set forth the following procedures: 1) identify and map the area of potential effects; 2) conduct historical research; 3) undertake a preliminary field survey in which all properties at least fifty years of age within the A.P.E. are photographed and mapped; 4) prepare a preliminary presentation of findings; 5) conduct an intensive field survey; 6) prepare a final presentation of findings; and 7) prepare North Carolina survey forms for each property evaluated intensively in the Property Inventory and Evaluations Section of the survey report.

The survey consisted of field investigations and background research. The fieldwork began with a windshield survey of the general project area in order to determine the A.P.E. (see Appendix A). Subsequently, all properties fifty years of age or older within the A.P.E. were photographed and indicated on a U.S.G.S. quadrangle map (see Appendix B). Properties were evaluated as either individually eligible for the National Register or as contributing elements to a National Register historic district.

Background research, using both primary and secondary sources, was conducted at local and regional repositories. During the Phase I study, the survey files of the North Carolina Division of Archives and History (N.C.S.H.P.O.) were examined to identify those properties listed in the National Register and the National Register Study List. This review identified no properties within the A.P.E. that were listed in the National Register. However, two resources, the Justus Lee Benton House (No. 20) and the Philip Condor Stinson House (No. 22), were listed on the North Carolina Study List.

Research also included a review of previous surveys and evaluations of eligibility of architectural resources in the study area. In the late 1980s, a countywide architectural inventory was conducted for Union County that culminated in the published work, *"Sweet Union:" An Architectural and Historical Survey of Union County, North Carolina* (Pickens 1990). This publication provided an architectural context for evaluating the significance of properties within the A.P.E., which contained four previously inventoried resources.

In 1995, an historic architectural survey and evaluations report was prepared for the proposed U.S. 74 Senator Jesse Helms Freeway project (T.I.P. R-2559) (Mattson 1995). A portion of the A.P.E. on the west side of that project overlapped with the east side of the A.P.E. for the present study. This overlapping area holds a collection of properties previously determined ineligible as a result of the 1995 survey and evaluations report. These properties were all reevaluated during the preliminary presentation of findings (see Appendix B). Because of the intense residential construction and rapid loss of farmsteads that has occurred in this area in recent years, one rural

resource that had been previously determined ineligible, the Secrest Farm (No. 35), was reevaluated at the intensive level.

Following the research and the preliminary field survey, a preliminary presentation of findings was prepared. In this report, the properties identified during the initial field survey were grouped into two sections: 1) those resources considered not eligible for the National Register; and 2) those properties that warranted further evaluation.

After consultation with N.C.D.O.T., an intensive level field survey was undertaken for those resources considered worthy of further evaluation. The exterior and interior (where permitted) of each resource was examined. The fieldwork was conducted between 15 April and 15 June 2000. One hundred percent of the A.P.E. was examined. Properties considered potentially eligible for the National Register were evaluated and the following information provided for each resource: physical description; photographs; site plan; historical data; and potential National Register boundaries, which were depicted on county tax maps. Computerized North Carolina survey forms were also prepared, or updated, for each of the properties evaluated in the Property Inventory and Evaluations Section of the survey report.

V. HISTORICAL BACKGROUND ESSAY AND HISTORIC CONTEXTS

Settlement to the Civil War

In common with the Piedmont region as a whole, white settlers began occupying present-day Union County during the middle decades of the eighteenth century. These newcomers were mainly part of a great wave of migrants from the Mid-Atlantic area who traveled the Great Wagon Road along the east face of the Shenandoah Mountains into the North Carolina backcountry. Settlers were primarily Scotch-Irish Presbyterians, but first and second generation English and German migrants came as well. Situated along the South Carolina border, Union County also received settlers moving northward from the South Carolina Low Country. Migrants continued to stream into this area during the late eighteenth and early nineteenth centuries. With population growth came demands for the creation of a separate county, and in 1842, Union County was formed out of portions of Mecklenburg and Anson counties. The county seat of Monroe was established within two miles of the geographic center of the county, and the first court session was held in 1845 (Lefler and Newsome 1954: 74-79).

Agriculture formed the economic mainstay of Union County. Although diversified, subsistence farming predominated into the mid-nineteenth century, a small but influential coterie of planters appeared by the antebellum period, raising cotton as the principal cash crop. Industries were confined primarily to rural artisan pursuits, and the only commercial industrial activity in the county prior to the Civil War was gold mining on a minor scale. The 1850 census listed forty-four operational mines employing only eighty-seven miners (Lefler and Newsome 1954: 19-22; Pickens 1990: 16, 27).

Civil War to the Present

Although Union County avoided the direct physical devastation of the Civil War, the war's aftermath brought social and economic upheaval. As throughout North Carolina, the lack of available capital and the abolition of slave labor stalled agricultural production and transformed the economic and social systems. The growth of farm tenancy rose sharply and small farmsteads were incorporated into larger holdings operated by tenants, sharecroppers, and farm laborers. By the early twentieth century, tenants and sharecroppers operated nearly half of the county's 4,800 farms. Although farms remained diversified--raising corn, wheat, oats, hay, and some livestock--they also devoted more and more acreage to cotton for sale. By 1910, local farmers cultivated 22,546 acres of cotton, ranking the county among the top twenty-five percent of North Carolina counties in cotton production (*North Carolina Labor Statistics* 1901: 130-133; U.S. Department of Commerce 1910; Pickens 1990: 34).

The rise of commercial agriculture was spurred by the coming of rail transportation, which also brought industry and urban growth. With the completion of the Wilmington, Charlotte, and Rutherford Railroad in 1874, the county seat of Monroe prospered as a local cotton market and commercial and industrial center. In 1867, Monroe had only seven merchants and six gristmills, but by 1884, the county seat boasted fifty-eight merchants and nineteen manufacturing plants, including a sash and blind factory. The Monroe Cotton Mill was constructed in 1892, and the Icemorlee Cotton Mill appeared a decade later. With their success, the Crow Hosiery Mill was opened in 1904, and a knitting mill was built in 1920. The railroad also triggered the emergence of numerous small towns and hamlets long the route. Within the A.P.E., the settlements of Stallings, Stouts, and Indian Trail took shape alongside the railroad west of Monroe. By the early twentieth century each contained a cluster of dwellings, brick general stores, and an assortment of cotton gins, warehouses, gristmills and sawmills, and churches and schools. East of the A.P.E., the railroad towns of Marshville, Waxhaw, and Wingate also developed during this period. By

1899, Waxhaw contained the Rodman-Heath Cotton Mill, the county's largest industrial venture outside Monroe (Pickens 1990: 41-46; Branson 1867-1868, 1872, 1878, 1884, 1890, 1896).

Civic institutions multiplied during late nineteenth and early twentieth centuries. While public schools developed slowly after the Civil War, constrained by limited funds, wealthier residents and churches established private academies. By the late nineteenth century, the communities of Monroe, Unionville, Weddington, Rock Rest, Marshville, Wesley Chapel, and Wingate each had an academy. Sponsored by the Baptist Convention, the Wingate Academy became the forerunner of Wingate College. As the county public school system expanded in the early twentieth century, most private schools were closed or incorporated into the countywide system (Pickens 1990: 42).

As the twentieth century continued, local and state leaders joined efforts to promote good roads and bridges as keys to industrial, agricultural, and overall social progress. Responding to growing motorcar ownership, the state legislature passed the Highway Act of 1921, which launched the Good Roads Movement and the state's first great road-building campaign. By the end of the 1920s, Route 20 (now US 74) was paved between Monroe and Charlotte, and by the eve of World War II, four other state highways extended through Union County to link Monroe with the region's principal cities and market towns (*Transportation Map of North Carolina* 1930; Lefler and Newsome 1954: 530-533; Waynick 1970: 3-36; Pickens 1990: 96).

Conclusion

Typical of the region as a whole, plummeting cotton prices and the devastation caused by the boll weevil in the 1930s brought an end to significant cotton production after World War II. Nevertheless, dairy farming and especially the raising of small grains and livestock sustained the agricultural economy during the middle and latter decades of the twentieth century. Reflecting the recent shift from row crops to livestock and pasturage that has occurred throughout the Piedmont, the number of farms in Union County declined while average farm acreage has increased. Within the A.P.E., some farmsteads survive north of US 74, while the small rail settlements south of the highway retain some early-twentieth-century dwellings, stores, and churches. However, modern residential and commercial activities mark significant portions of the general study area. The rapid southeastward expansion of Charlotte, combined with the construction of I-485 near the county line, has triggered intensive suburban growth in western Union County. The west side of the A.P.E. in particular is now dominated by new residential subdivisions, while the rail settlements are largely engulfed by modern construction.

Historic Contexts

Rural Domestic Architecture in Union County:

Late Nineteenth and Early Twentieth Centuries

In Union County and throughout the western Piedmont of North Carolina, the rural domestic architecture of the late nineteenth and early twentieth centuries reflected both the persistence of traditional forms and the influence of nationally popular styles. Even as the arrival of railroads, mass-produced milled lumber, and innovative, light framing techniques encouraged new forms and elements of style in urban areas, in the countryside, customary building patterns prevailed. In the town of Monroe, Union County's seat of government and commercial center, businessmen and professionals began selecting a variety of fashionable picturesque house designs in the late nineteenth century. However, in the rural areas, most landowners favored conservative, symmetrical forms into the early twentieth century. In rural Union County and across the region, the traditional, rectangular house type, typically one room deep with a side-gable roof, front porch, rear ell, and end chimneys held sway. The more prosperous landowners favored the two-story version, trimmed with stylish sawnwork along the front porch and gables (Southern 1978: 78-81; Bishir 1990: 287-295; Pickens 1990: 20-23).

Scholars of vernacular architecture widely acknowledge the two-story, one-room-deep farmhouse to be one of the region's major symbols of rural economic attainment. Builders perpetuated this common form over generations of settlement, adapting it to suit the changing architectural fashions. In the antebellum period, this house type was typically designed with vernacular Greek Revival elements, such as a low gable roof with cornice returns and a wide frieze, sidelights and transom, six-over-six sash windows, and pedimented porticoes or hip-roofed porches with broad square posts or classical columns. The interiors often included center-hall plans, two-panel doors, and post-and-lintel mantels, though hall-and-parlor layouts and Federal-style details lingered. After the Civil War and continuing into the twentieth century, landowners opted for versions that blended classical and picturesque elements. They combined, for example, gable returns, sidelights and transoms, and center-hall plans, with bracketed cornices, and wraparound porches embellished with turned and jig-sawn trim. In the early twentieth century, the popularity of Colonial Revival and Neo-Classical styles was given expression in rectangular houses that featured pedimented center roof gables and entry bays, and simple square or turned porch columns resting on brick piers (Kniffen 1965; Southern 1978: 78-81; Bishir 1990: 290-294).

In Union County, numerous two-story, one-room-deep farmhouses were constructed or remodeled between the 1870s and the early twentieth century, reflecting the region's gradual economic recovery after the Civil War. This domestic form, asserts Union County architectural historian, Suzanne S. Pickens, "remained, by far, Union County's favorite house type after the Civil War. Even after more up-to-date forms gained acceptance and began to dot the rural landscape, the [two-story, one-room-deep house] continued to be built" (Pickens 1990: 37). Such houses were typically dressed with Greek Revival traits combined with picturesque trim along cornices and porches. The most decorative versions often featured deep verandahs with two-story center bays. Among the notable surviving examples are the John Simpson House (SL 1983) near Olive Branch and the James Bivens House (SL 1983) near Marshville, both built in the 1870s. Each has an elaborate two-story, center-bay front porch with sawnwork brackets and balustrades.

By the twentieth century, new architectural trends inspired Neo-Classical themes on the traditional two-story form, as well as the remodeling of earlier examples with up-to-date bungalow porches and fenestration. The ca. 1910 Pierce Rogers House near Alton features a prominent pedimented portico with a fanlight and two-story columns, while the antebellum

William Bivens House (DOE 1996) near Wingate includes a bungalow-inspired wraparound porch with tapered piers added in the 1920s (Pickens 1990: 20-23; 36-38, 311-312, 344-345, 362).

Located within the APE, the ca. 1900 Hiram Secrest House features a steeply pitched gable roof with a projecting two-tier center porch bay embellished with an ornamental bargeboard. In the 1920s, the Secrest family replaced the original center-bay porch with the present wraparound veranda supported by bold tapered piers, and enclosed the upper tier of the porch with a bank of three-over-one windows. The well-preserved interior is sheathed with flush boards and retains classically inspired post-and-lintel mantels. The Secrest House is recommended eligible for the National Register under Criterion C for architecture.

While builders conservatively adapted the traditional, rectangular house type to suit changing tastes, shifting architectural trends also introduced new house forms. Around the turn of the century, fashionable designs began to appear in Union County and statewide that were significantly different from the traditional rectangular forms. These dwellings often blended Queen Anne and classical themes, including projecting bays and cross gables, wraparound front porches embellished with turned and jig-sawn millwork, and a variety surface decorations and window configurations. Local builders erected such houses employing standardized lumber from local mills, and light, balloon framing, which facilitated the construction of complex massings. Outside the APE in Union County, the one-and-a-half-story Eugene Huggins House (ca. 1910) near Lanes Creek epitomizes this architectural movement in its polygonal, gabled bays and wraparound verandah. Near Wingate, the Zeb McIntyre House (ca. 1900) is another fine example, displaying patterned shingle sheathing and lathe-turned porch posts and sawn brackets with pendants. Other fashionable, early-twentieth-century farmhouses in the county include the Atlas Bunyan Austin House in the Brief community, the Ross House (SL 1983), the Rushing House (SL 1983), the Baucom House (SL 1983), and the Fowler House (SL 1983) near Olive Branch, and the Neil McIntyre House near Wingate. All of these dwellings are one-and-a-half story and feature main hip roofs, projecting gable-roofed bays, deep wraparound porches with turned posts and brackets, and a variety of surface ornamentation (Pickens 1990: 38-39, 202, 292, 304-307; Bishir 1990: 419).

With the growing national popularity of historical revival styles in the early twentieth century, some of the most prominent landowners in the county chose stylish Colonial Revival designs. Outside the APE, an outstanding rural example of the Colonial Revival is the James Newton Price House (SL 1983) near Wesley Chapel. Built about 1906, this boxy, hip-roofed, weatherboard residence features a dentiled cornice and a front porch with Tuscan columns (Pickens 1990: 40).

After World War I, nationally popular designs increasingly influenced farmhouse architecture in the county. Between the late 1910s and early 1930s, numerous bungalows, in particular, appeared on farms countywide. Most were erected for small landowners or farm tenants, and were typically modest, gable-front versions that simply suggested the style in their tapered porch posts, exposed rafters, or shallow-pitched roofs. However, some bungalow farmhouses epitomized the style. An excellent surviving example is the James Austin House near Marshville. The Austin House contains such hallmarks of the style as a shallow-pitched roof with deep eaves and exposed bracing, an expansive, engaged front porch with tapered posts on brick piers, and a wood-shingled exterior. Other fine rural expressions of the bungalow style are the D.P. Dillon House at the outskirts of Monroe, the Honeycutt-Helms House near Wingate, and the Morris Price House in the Houston community. Many property owners also updated their existing farmhouses with bungalow elements, especially tapered porch posts on brick piers. Noteworthy examples include the Heywood-Killough House (1890) near Indian Trail, the Love-Brooks House

(1890s) near Fairview, the William Bivens House (1850s; D.O.E. 1995) north of Monroe, and the aforementioned Hiram Secrest House within the APE (Pickens 1990: 40, 151-152, 167, 190, 195, 265, 293).

Specific Guidelines for Evaluating the Eligibility of the Rural Domestic Architecture of Union County in the Late Nineteenth and Early Twentieth Centuries

To be recommended as eligible for the National Register, late nineteenth- and early twentieth-century farmhouses in Union County must either be well-preserved examples of traditional domestic types common to the region or exemplify nationally popular styles. If alterations have occurred, they should be primarily greater than fifty years of age and represent significant architectural or historical themes. Eligible houses must have sufficient integrity to illustrate clearly their forms, key decorative elements, materials, and interior plans, as such elements appeared before World War II. Front porches, windows, chimneys, siding materials, and interior woodwork—including principal doors, staircases, and mantels—should be either largely original or represent historical alterations.

Agriculture Context: Agriculture in Union County During the Early Twentieth Century

Small and middling farms raising cotton as the key money crop characterized Union County's rural economy in the late nineteenth and early twentieth centuries. There were some 5,000 farms in Union County by 1910, with an average size of seventy-four acres. Although cotton prevailed as the dominant staple into the middle decades of the twentieth century, Union County farms were also diversified and largely self-sufficient operations. Farmers continued to produce the traditional array of food crops and livestock for both household consumption and commercial use while increasing the amount of acreage devoted to cotton. The 1910 U. S. Census reported that local farmers cultivated over 47,000 acres of cotton, which ranked the county among the top twenty percent of cotton-producing counties in North Carolina. But farmers also cultivated more than 55,000 acres of corn and other small grains, and raised poultry and livestock. Into the middle decades of the twentieth century, many farmers kept dairy cows for domestic use, cured their own pork, and employed mules to pull plows. The typical farmstead included a farmhouse, barn, a smokehouse, well house, corncribs, granaries, and an assortment of cow sheds, poultry houses, hog pens, and equipment shelters (U.S. Department of Commerce 1916).

The introduction of automotive travel and truck shipments by World War I expanded the markets for farm produce and allowed for more frequent and flexible shipping. While the majority of landowners still practiced diversified agriculture, producing small grains, poultry, livestock, and dairy products, cotton remained the major cash staple. On the eve of World War II, cotton accounted for one-half of the agricultural wealth of Union County and was raised on more than one-half of the county's farmland. Farming operations remained typically small, and the average size farm in 1940 was fifty-eight acres. Within the APE, the Secrest Farm (No. 35) still typifies the early-twentieth-century farmstead in Union County. Established in 1930, the Secrest Farm retains its well-preserved, brick bungalow farmhouse, a varied collection of frame outbuildings, and adjoining agricultural fields. The mature landscaping around the farmyard, notably rows of shade trees leading to the house, enhance the historical character of the property. The Secrest Farm is recommended eligible for the National Register under Criterion A for agriculture (Johnson 1941: 227; *North Carolina Basic County Data* 1946).

However, by the 1950s, after decades of boll weevil infestation and declining cotton prices that began in the 1920s, cotton production virtually disappeared in the county. Reflecting a regional

pattern, livestock production gradually emerged as the county's principal agricultural endeavor. With the shift to livestock and the conversion of fields to pastureland, farm size increased and the number of farms declined, in a reversal of the post-Civil War trend. Between 1940 and the 1960s, the average farm nearly doubled in size, to 110 acres. Portions of the county remain agrarian, but changes in farm size and production have resulted in a loss of farmhouses and traditional outbuildings. Even though numerous farmsteads survive--often remaining in the same families for generations--their integrity has often been compromised by the demolition of obsolete buildings, the addition of new houses and equipment sheds, modern alterations, and the subdivision of farmland into residential and commercial uses. On the west side of the county, rapid suburban expansion oriented to the city of Charlotte in adjacent Mecklenburg has resulted in the dramatic loss of farmsteads and the agrarian landscape in recent decades (Union County Planning Board 1965: 20; Pickens 1990: 62).

Guidelines for Evaluating the Eligibility of Early-Twentieth-Century Farms in Union County (Criterion A)

To be recommended as eligible for the National Register, farms of this period in Union County must contain an array of building types representing the diversified agriculture and lingering self-sufficiency that marked agrarian life. The buildings should retain sufficient integrity of design and setting to illustrate clearly the agricultural significance of the property. The resources should include the principal farmhouse in addition to a variety of other contributing elements, e.g.: all-purpose barns, cow sheds, corncribs, granaries, chicken houses, storage buildings, smokehouses, and well houses. Eligible farms should also retain sufficient field patterns to illustrate clearly the key agricultural activities during the period of significance.

Commerce Context: Early-Twentieth-Century Commercial Development in Union County

In keeping with the rest of the North Carolina Piedmont, Union County was an agrarian county of self-sufficient farmers for much of its history. The county had little connection with the major trading center of the state, and local farmers produced most of what they needed for a comfortable subsistence. Until the construction of the Wilmington, Charlotte, and Rutherford Railroad in 1874 opened Union County to regular and reliable trade with cities and towns outside the region, mercantile activities were largely confined to the county seat of Monroe or small points along overland trading routes. The new railroad, which bisected the county on its northwest to southeast route, encouraged the burgeoning cotton economy and promoted the growth of small depot towns at intervals along its line. With good rail transportation, cotton and other agricultural products could be easily sent to urban markets, and the railroad could return with an array of mass produced goods. The railroad and a prosperous local economy spurred local leaders to make road improvements as well, particularly along those routes leading from Monroe to the new towns springing up at such rail stops as Indian Trail, Stouts, Wingate, and Marshville. A second rail line, the Georgia, Carolina, and Northern Railroad was constructed through Union County between 1887 and 1892, giving the county the all important connection to Atlanta. With the completion of the Georgia, Carolina, and Northern, Waxhaw developed into a sizable Union County trading center (Pickens 1990: 32-33; 209).

The merchants of Monroe benefited most from rail expansion, and between 1867 to 1884 the number of stores in the county seat jumped from seven to fifty-eight. Although Monroe offered shoppers more specialized shops and commercial services, general trading and processing activities were increasingly found in the dispersed crossroads communities and depot towns of the county, most of which included at least one general store and often a cotton gin or warehouse to serve neighboring farms. Walkersville, Olive Branch in northeastern Union County, Wingate

and Marshville east of Monroe, Long's Store, Brown Creek, Winchester between Monroe and Waxhaw, Adam's Mill, Indian Trail in northwestern Union County, Coburn's Store, Morgan's Mill, Gibraltar, and Wolf Pond all supported cotton gins by 1884, as well as general stores and corn, flour, or saw mills. Few of these nineteenth century country stores have survived, but a few from the early twentieth century remain. Outside Monroe, a particularly fine collection of one and two story, brick commercial blocks flank the rail line running through Waxhaw. Two, the Belk Brothers dry goods store and the A.W. Heath Company, a general supplier, date to the 1890s, but most of the Waxhaw commercial district dates from ca. 1905 to the 1930s. During its heyday as a cotton market during the early years of the twentieth century, Marshville also developed a substantial commercial district, but its business area has not survived as well (Pickens 1990: 209-212).

This pattern of rural trade continued until World War I when the automobile and the freight truck began to transform commercial development. The new transportation technology, and the nationwide road and bridge building campaigns that quickly followed, began to offer rural dwellers rapid, reliable transportation. Farmers were no longer limited to nearby general stores for their goods, but could travel quickly to the larger, more distant commercial centers of the region, such as Monroe and Charlotte, with greater frequency. Small general stores found it hard to compete with the wider selection and often lower prices found in the larger market towns. As a result, the general stores that had once dotted the countryside became obsolete, and commercial functions became increasingly centralized. By the 1920s, Monroe, and to a lesser extent, Marshville, Wingate, and Waxhaw, had become the principal trading centers of the county (Pickens 1990: 44-50, 72, 209-213, 317-319).

With these changes in transportation, the form of the rural store underwent modification from its nineteenth century antecedents. A common type of the late nineteenth century had been a two-story, front gable form with a deep plan. Often built of frame with two tiered porches, this version had a large, open shop area on the first floor, and living quarters or storage rooms on the second. Such stores typically maintained large storage areas for the wide range of goods they stocked. Before the widespread use of freight trucks for deliveries, general stores had to carry extensive inventories because for rail transport larger, less frequent deliveries were more cost effective than numerous, small shipments (Davis n.d.)

The automobile and truck began to change this prevalent form, and by World War I, one-story stores were becoming common. Often built with either hip or front gable roofs and square or rectangular plans, this second form reflected adaptations to the car and truck. With the increasing use of trucks for shipping, which permitted the economical delivery of small volumes, country stores no longer had to include storage areas for their large inventories. Some of the smaller country stores also adapted to the automobile age by adding gasoline pumps with sheltering canopies and by using their crossroads settings to capture the new automotive trade. Rather than serving as general stores for farmers, as the larger, two-story versions had, by the 1920s, the crossroads store was serving a transient automobile trade, selling gasoline and convenience items, rather than general household supplies to nearby residents. These small, one story stores and gas stations were erected in great numbers throughout rural America after World War I and quickly became a ubiquitous feature on the roadside landscape. However, with almost continuous road construction, particularly the post-World War II interstate highway campaigns, the one-story store and gasoline station soon became obsolete as many of the earlier two lane roads increasingly served only local traffic, and commercial functions were further centralized in larger regional centers.

In Union County, much of which is quickly being absorbed into the Charlotte metropolitan region, the survival rate for rural stores is low. Outside the county seat of Monroe and Waxhaw, where early twentieth century commercial blocks survive as antique shops for nearby Charlotte suburbs, only eight rural stores were identified during the county-wide survey of 1988 and 1989. Four of these establishments were simple, one story, frame stores or gas stations dating to the late 1920s or 1930s. The James Orr Stores (No. 8) in Indian Trail is a noteworthy survivor from the pre-automobile era of commercial construction. The one story, brick building, with restrained late nineteenth century decorative elements, is similar to the one and two story, masonry blocks found in Waxhaw. The James Orr Stores housed four store units, and the building retains its tall segmental arched windows, corbeled cornice, decorative motifs, and double leaf plank doors. A second noteworthy example is the Banks H. Funderburk Store (outside the A.P.E.), also in Indian Trail on the Charlotte Highway. The ca. 1930 Funderburk store and gasoline station is distinctive for its smooth river rock exterior. The survival of these two Indian Trail stores, both located in an area which is undergoing rapid transformation, is particularly remarkable.

Guidelines for Evaluating the Eligibility of Early-Twentieth-Century Rural Stores in Union County (Criterion A)

To be recommended as eligible for the National Register, rural stores of this period in Union County must retain sufficient integrity of design and setting to illustrate clearly the commercial significance of the property. Rural stores dating to the period of significance should have their original form, key decorative elements, materials, and interior plans. Where applicable, resources should also retain such features as gasoline pump canopies, storage buildings. Because of the rarity of country stores and gas stations, eligible examples may have had some alterations, but the resource should reflect its rural roadside or crossroads community setting, as well as its location along early highways or at a rail depot.

VI. PROPERTY INVENTORY AND EVALUATIONS

Summary

A total of fifty-nine resources were identified as at least fifty years of age, and five resources are evaluated in the Property Inventory and Evaluations Section of the report. These properties are the James Orr Stores, the Secrest Farm, the Hiram Secrest House, the Justus Lee Benton House, and the Philip Condor Stinson House.

Properties Listed in the National Register		Pages
None		
Properties Listed in the North Carolina Study List		
No. 20	Justus Lee Benton House	52-58
No. 22	Philip Condor Stinson House	69-64
Properties Evaluated Intensively and Considered Eligible for the National Register		
No. 8	James Orr Stores	24-32
No. 35	Secrest Farm	33-43
No. 40	Hiram Secrest House	44-51
Properties Evaluated Intensively and Considered Not Eligible for the National Register		
No. 20	Justus Lee Benton House	52-58
No. 22	Philip Condor Stinson House	59-64

Properties Evaluated Intensively and Considered Eligible for the National Register

James Orr Stores (No. 8)

Southeast side of S.R. 1008 at Railroad Tracks, Indian Trail, Union County

Date of Construction

ca. 1912

Associated Outbuildings

None

Setting and Landscape Design (Figure 3)

The James Orr Stores were built on the north side of the Seaboard Coast Line tracks which run through the small community of Indian Trail. The commercial block faces directly on north-south S.R. 1008, Indian Trail Road, and east-west U.S. 74 lies less than a mile to the north. S.R. 1009, once the main highway connecting Charlotte and Monroe, lies roughly one-half mile to the south. The store property has no landscaping, and a parking lot is found behind the building. A small, postwar commercial strip sits on the opposite side of Indian Trail Road from the Orr building, and the modern Indian Trail town hall and the stone Indian Trail Presbyterian Church (1916) are sited across the railroad corridor to the south. Indian Trail Road is lined with both early to mid-twentieth century residential and commercial properties as well as modern construction. Postwar commercial development lines U.S. 74, and modern residential subdivisions and strip developments are found outside the immediate vicinity.

Physical Description and Evaluation of Integrity (Plates 1-8)

The James Orr Stores is a one story, brick commercial block with four units. The building has a flat roof with a parapet, a decorative corbeled cornice, and a shed roofed porch supported by replacement wooden piers. The facade and entrances are remarkably well-preserved. The southernmost unit has a segmental arched entrance with a transom, and the recessed, horizontal panelled and glass door is defined by fluted surrounds and bull's eye modillions. The door is flanked by tall, segmental arched, wooden sash windows. The other three units all have double leaf, plank doors laid in a herringbone pattern, round arched transoms, and tall, paired windows with wooden sashes and flat arches. An original double leaf, loading door, also constructed of planks laid in a herringbone pattern, is found on the rear elevation. A second loading bay now has a modern overhead door.

The four open interior rooms have concrete floors, beaded board ceilings, plaster walls, and brick partition walls. There have been some interior alterations. The unit at the southern end of the building has an added dropped acoustic tile ceiling, and the partition wall between the two units at the northern end has been removed. Small roof trusses or I-beams have been added in these sections for support. Despite these interior changes, the building retains its architectural integrity.

Historical Background

The store is located in Indian Trail, a community in northwestern Union County near its border with Mecklenburg County. As the name implies, Indian Trail Road, which forms one of the principal routes through the community, roughly conforms to a seventeenth century Indian trading path leading south from Petersburg, Virginia, to the Waxhaw Indian settlement in southern Union County. The modern town of Indian Trail emerged as a small depot along the Wilmington, Charlotte, and Rutherford Railroad (later the Seaboard Coast Line) after the railroad was constructed through the county in 1874. Following the completion of the railroad, the county began improving roads that led from the county seat of Monroe to the towns that were emerging

began improving roads that led from the county seat of Monroe to the towns that were emerging along the rail line. With the construction of the railroad and east-west Charlotte Highway, south of the railroad, a community emerged near the junction of these transportation routes and Indian Trail Road. The community served as a depot stop along the Wilmington, Charlotte, and Rutherford, and by the 1880s, a cotton gin had been built in the community. By the 1890s, three gold mining companies were located in Indian Trail as well as two general stores that supplied local miners and farmers. The town was incorporated in 1907, encompassing an area within a one-half mile radius of the junction of the railroad and Indian Trail Road. By 1912, the town had a population of 300 (Pickens 1990: 46).

The James Orr Stores were built ca. 1912 adjacent to the railroad, and this proximity made receiving goods convenient, while its location in the center of this community drew local farmers. The store was constructed by merchant, James Orr (1869-1919), and throughout its history, housed a general store, post office, local jail, and a movie theater. The Orr family owned the property until 1945 (Pickens 1990: 269-270). In recent years, the building has been used by an auction house.

Evaluation of Eligibility

Surveyed as part of a county-wide inventory in 1989, the James Orr Stores is recommended as eligible for the National Register under Criterion A for commerce. In its location and design, the commercial block exemplifies the stores built in great numbers in the small railroad or crossroads communities of the North Carolina Piedmont during the early twentieth century (see Commerce Context, pp. 20-22). Once a common sight, this building, which through its history housed a general store, post office, movie theater, and jail, is now a rare survivor. Its location along the Seaboard Coast Line and one of the main farm-to-market roads, is typical of rural mercantile establishments in the pre-automobile age. Because transportation for rural dwellers was usually slow and often cumbersome, small, dispersed trading centers emerged to serve small communities of farmers. These villages often supported their own general stores and post offices, as well as cotton gins and warehouses, saw mills, grist mills, or other warehousing or processing facilities for agricultural products. At the same time, for hamlets with good rail service, such stores could easily offer farm communities inexpensive, mass produced goods. However, by the 1920s, automotive travel began to erode the customer base for country stores. Consumers in farming communities began to drive to once far-off towns for shopping, and the general store, unable to compete in price or selection, began to lose much of its market. Some stores survived by adapting to serve the new automotive traffic, but the construction of the interstate highways after World War II accelerated the demise of these country stores. In recent decades, rural stores have been abandoned or demolished in large numbers, particularly in western Union County, which in the last ten years has been largely absorbed into the Charlotte metropolitan area. Constructed of brick with four store units, the James Orr Stores is one of the more substantial examples of these country stores, and its location along one of the principal farm to market roads and the railroad enhances the significance of the property.

The James Orr Stores is not considered eligible under any other criterion. The property is not eligible under Criterion B because the property is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context. The property also does not possess sufficient architectural significance for eligibility under Criterion C. Finally, the property is not considered eligible under Criterion D because the architectural component is not likely to yield information important in the history of building technology.

Boundary Description and Justification (Figure 4)

The proposed National Register boundaries include only the 0.78-acre tract on which the store sits. The recommended National Register boundaries include the single commercial building and the rear parking lot.



Plate 1. James Orr Stores, Facade and South Elevation, Looking Northeast Across Railroad Tracks.



Plate 2. James Orr Stores, Facade and North Elevation, Looking Southeast.



Plate 3. James Orr Stores, Rear Elevation and Parking Lot, Looking Northwest.

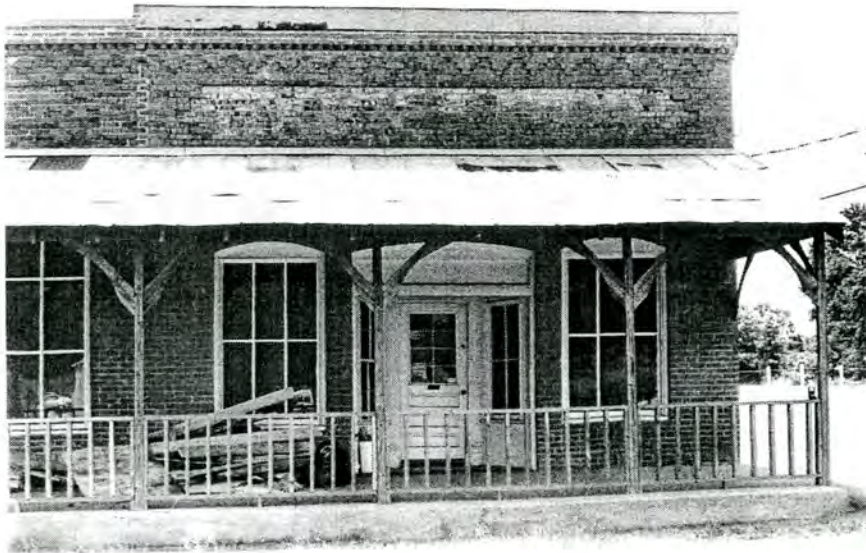


Plate 4. James Orr Stores, Entrance, Looking East.



Plate 5. James Orr Stores, Entrance, Looking East.

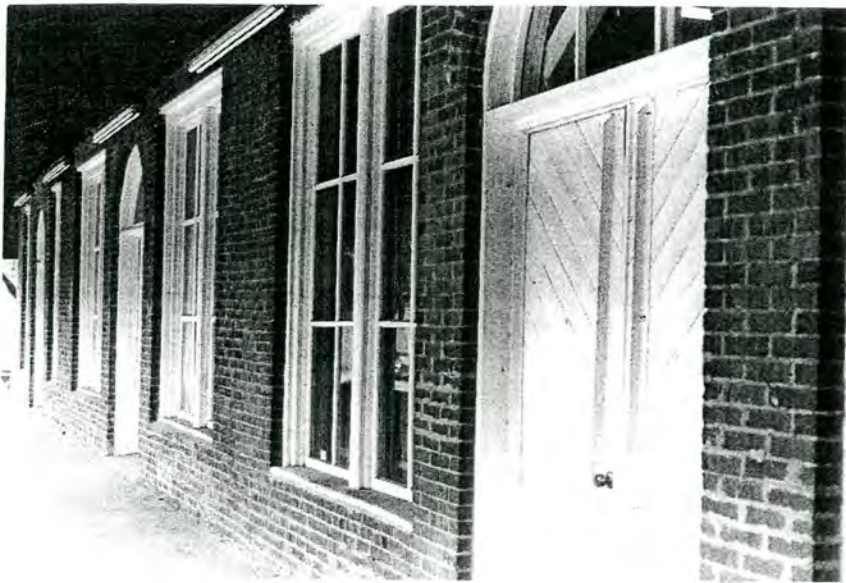


Plate 6. James Orr Stores, Entrance and Window Details, Looking Northeast.

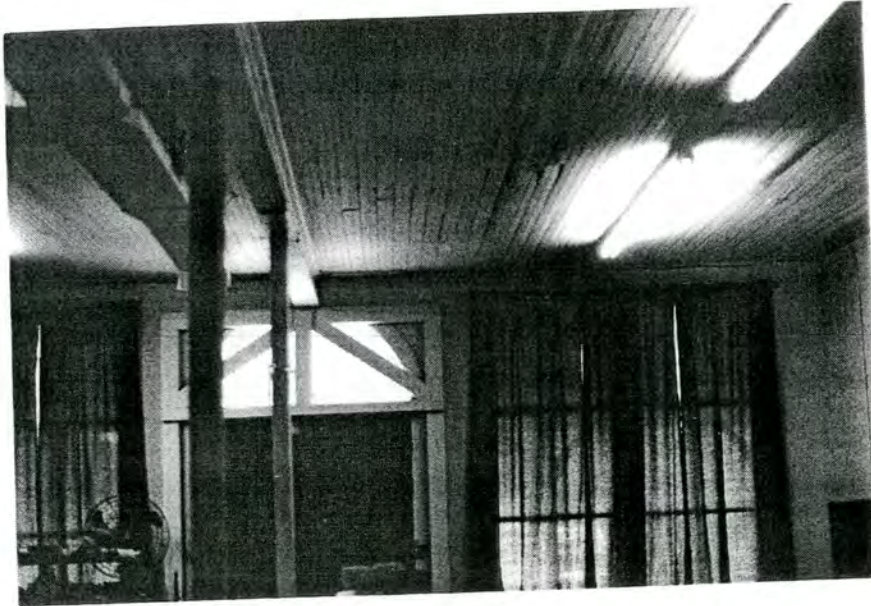


Plate 7. James Orr Stores, Interior, Northern Unit, Looking towards Front.

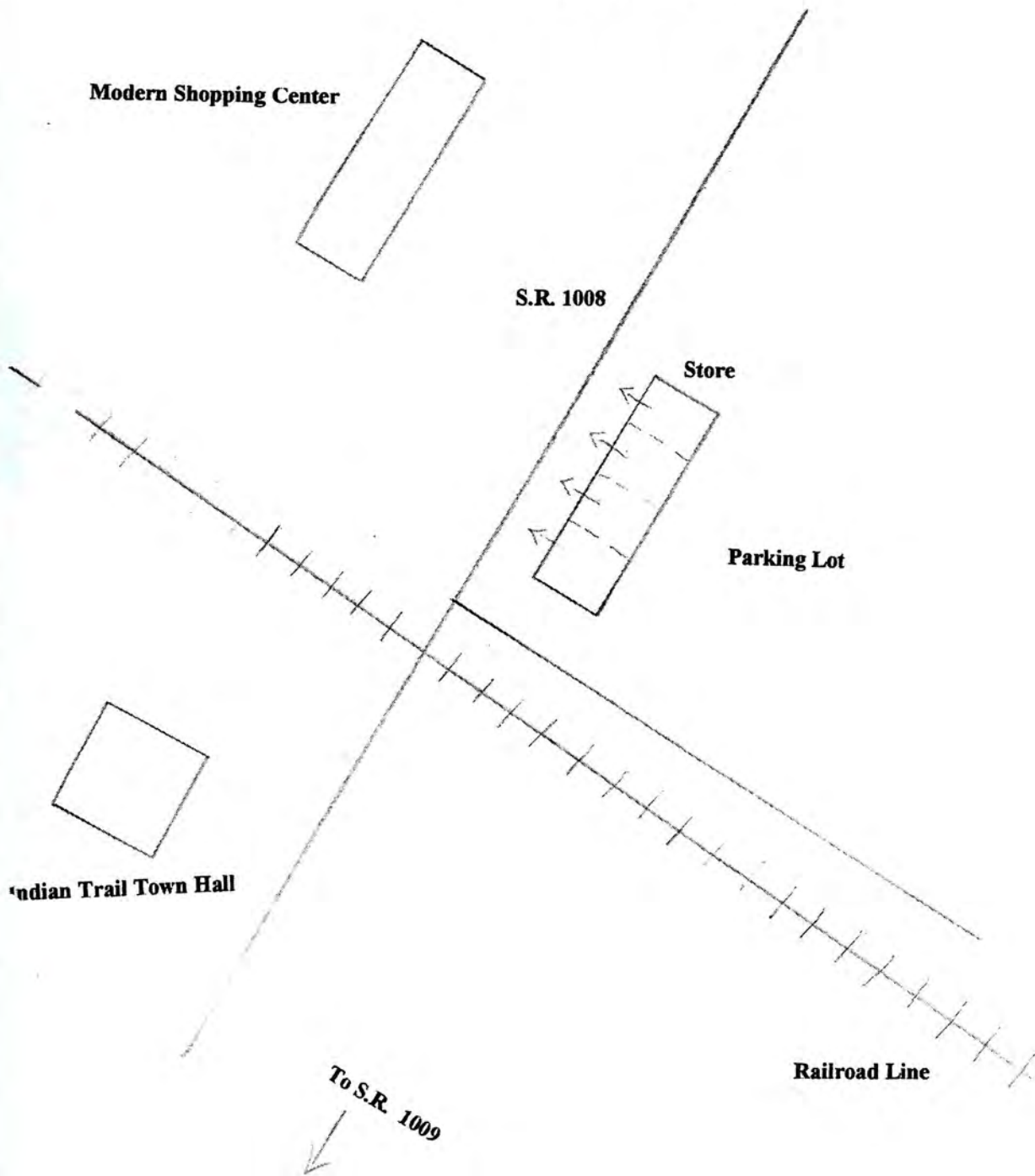


Plate 8. James Orr Stores, Interior, Northern Unit, Showing Roof Trusses.

N

Figure 3
James Orr Stores - Site Plan

(Not to Scale)



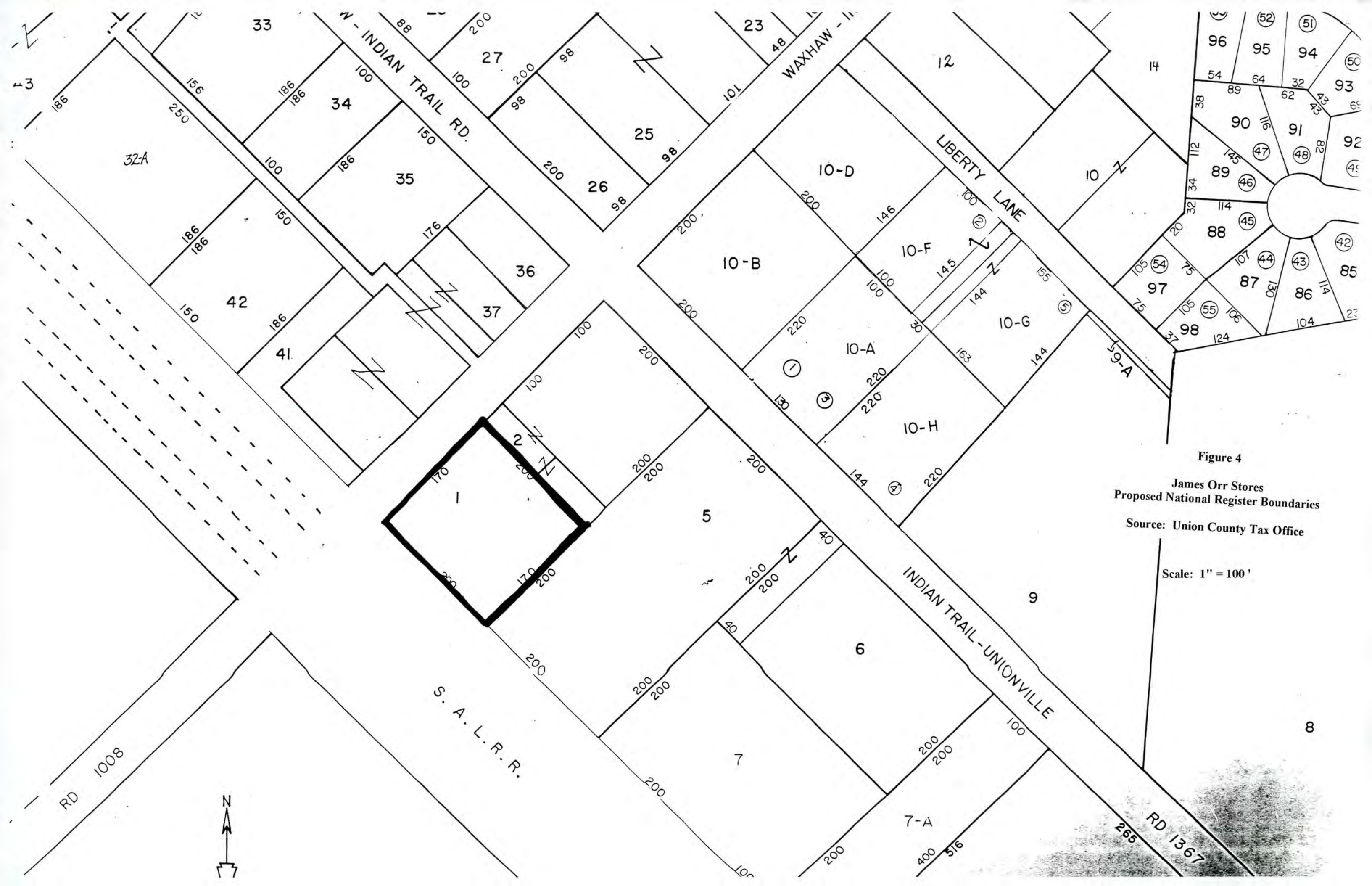


Figure 4
 James Orr Stores
 Proposed National Register Boundaries
 Source: Union County Tax Office

Scale: 1" = 100'

Secrest Farm (No. 35)

South side of S.R. 1501, 0.15 mile west of junction with S.R. 1510, Bakers Vicinity, Union County

Period of Construction

1930-ca. 1950

Associated Outbuildings

Well House (1930); Smokehouse (1930); Corncrib (ca. 1930); Equipment Shed (ca. 1930); Granary/Corncrib (ca. 1930); Poultry House (ca. 1950); Cow Stall (ca. 1930)

Setting and Landscape Design (Figure 5)

The Secrest Farm is located in an area of rolling farmland, much of which is now undergoing rapid redevelopment with residential subdivisions. A few early to mid-twentieth century farms still remain in the vicinity. The brick Secrest house is set back from two-lane S.R. 1501 with two rows of mature oaks framing the front yard. A well house and smokehouse sit just behind the house with other outbuildings and fields to the rear.

Physical Description and Evaluation of Integrity (Plates 9-21)

The well-preserved Secrest house is a substantial, brick bungalow with a side gable roof, front gable dormer and an engaged, screened porch supported by heavy brick piers. The house has single and grouped, four-over-one windows, and the roof has broad, overhanging eaves supported by decorative knee brackets that are geometric in their styling. The house has a hip roofed rear ell with a small, engaged porch which has been enclosed. It appears that a portion of the front porch also has been enclosed to create an additional bedroom or den, but the use of four-over-one windows suggests that this may have been an early alteration.

The interior remains intact. Typical of many bungalows, the house has an open floor plan with no central hall. The front door leads directly into the living room beyond which are the dining room and kitchen. A bedroom or den opens off the east side of the living room with bedrooms clustered to the rear. The house retains a brick Craftsman style fireplace mantel in the living room, flat window and door surrounds, two panel doors, original box cornices and built-in bookcases in the living and dining rooms, and pine cabinetry in the kitchen. The only substantive alteration has been the enclosure of the porches. Built with no indoor plumbing, the rear porch was enclosed, in part, to house a bathroom.

The property includes seven intact outbuildings. Within the house lot are the well house and smokehouse. The well house is a front gable building with hollow core terra cotta tile walls and a porch, with skinned pole supports, extending over the well. The large smokehouse has a broad, front gable form with shed garages on either side. The walls are flushboard, and two flushboard doors lead into the smokehouse and an upper level loft. The remaining outbuildings are sited just south of the house lot. The corncrib and granary both have front gable roofs, open slatted walls, and side storage sheds. Nearby is a small, frame equipment shed with a front gable roof and a single entrance. The cow stall has a gable roof, German siding, two flushboard stall doors, and an open pole shed that extends along two elevations. The poultry house is a long, low, concrete block building with steel sash windows, and a gable roof.

Historical Background

The current owner, Mrs. Hazel Price Secrest Connell, and her first husband, Bill Secrest, had the house built following their marriage in 1930, on fifty acres of farmland deeded to them by their

The current owner, Mrs. Hazel Price Secrest Connell, and her first husband, Bill Secrest, had the house built following their marriage in 1930, on fifty acres of farmland deeded to them by their families. The Secrests grew cotton and corn primarily, but also raised turkeys and operated a sawmill. The farm produced five bales of cotton as a cash crop. Mr. Secrest died in 1974, but Mrs. Secrest and her second husband, Wendell Connell, continued to farm until recent years. Mrs. Secrest has deeded more than twenty of the original fifty acres to her children (Secrest 2000).

Evaluation of Eligibility

The Secrest Farm is recommended as eligible for the National Register under Criterion A for agriculture. With its well-preserved bungalow farmhouse, intact fields, and an array of outbuildings, the farm typifies the middling, early twentieth century farms that once dotted Union County but that are now rare. The Secrest Farm was a diversified operation, producing cotton, poultry, corn, and other small grains, and the property retains a corncrib, smokehouse, well house, granary, poultry house, cow shed, fields, and woodland to illustrate the small-scale, diversified farms of this Piedmont county. While growing cotton as a cash crop, the farm was largely self-sufficient producing both household and commercial goods. The well-defined, tree shaded house lot enhances its significance.

The Secrest Farm is not considered eligible under any other criterion. The property is not eligible under Criterion B because the property is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context. The property also does not possess sufficient architectural significance for eligibility under Criterion C. Finally, the property is not considered eligible under Criterion D because the architectural component is not likely to yield information important in the history of building technology.

Boundary Description and Justification (Figure 6)

The proposed National Register boundaries include the existing farm tract bounded by SR 1510 to the east and SR 1501 to the north (approximately sixty-seven acres). The recommended National Register boundaries include the house and its tree-shaded setting, the well house, smokehouse, corncrib, granary, cow stall, equipment shed, poultry house, fields, and woodland.



Plate 9. Secrest Farm, House and Setting, Looking South.



Plate 10. Secrest Farmhouse, Facade and West Elevation, Looking Southeast.



Plate 11. Secret Farmhouse, Facade and East Elevation, Looking Southwest.



Plate 12. Secret Farmhouse, Rear Ell and Enclosed Porch, Looking Northeast.



Plate 13. Secret Farm, Well House and Smokehouse, Looking East.



Plate 14. Secret Farmhouse, Well House, Looking East.

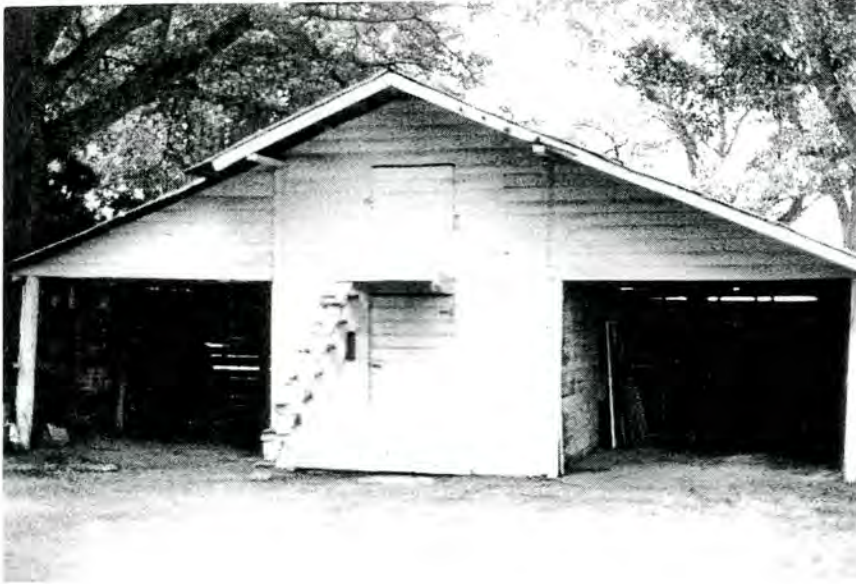


Plate 15. Secret Farm, Smokehouse, Looking South.



Plate 16. Secret Farmhouse, Fields and Corncrib, Looking South.



Plate 17. Secret Farm, Corncrib, Granary, and Equipment Shed, Looking Southwest.



Plate 18. Secret Farm, Cow Stall, Equipment Shed, and Granary, Looking West.

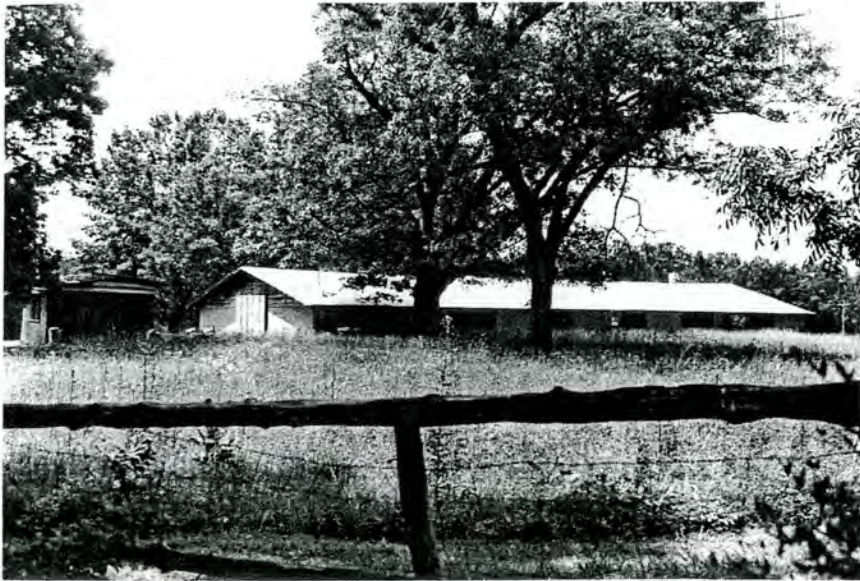


Plate 19. Secret Farm, Poultry House, Looking Northwest.



Plate 20. Secret Farm, Fields South of House and Outbuilding Complex.



Plate 21. Secrest Farm, Fields East of the House.

N

Figure 5
Secret Farm - Site Plan

(Not to Scale)

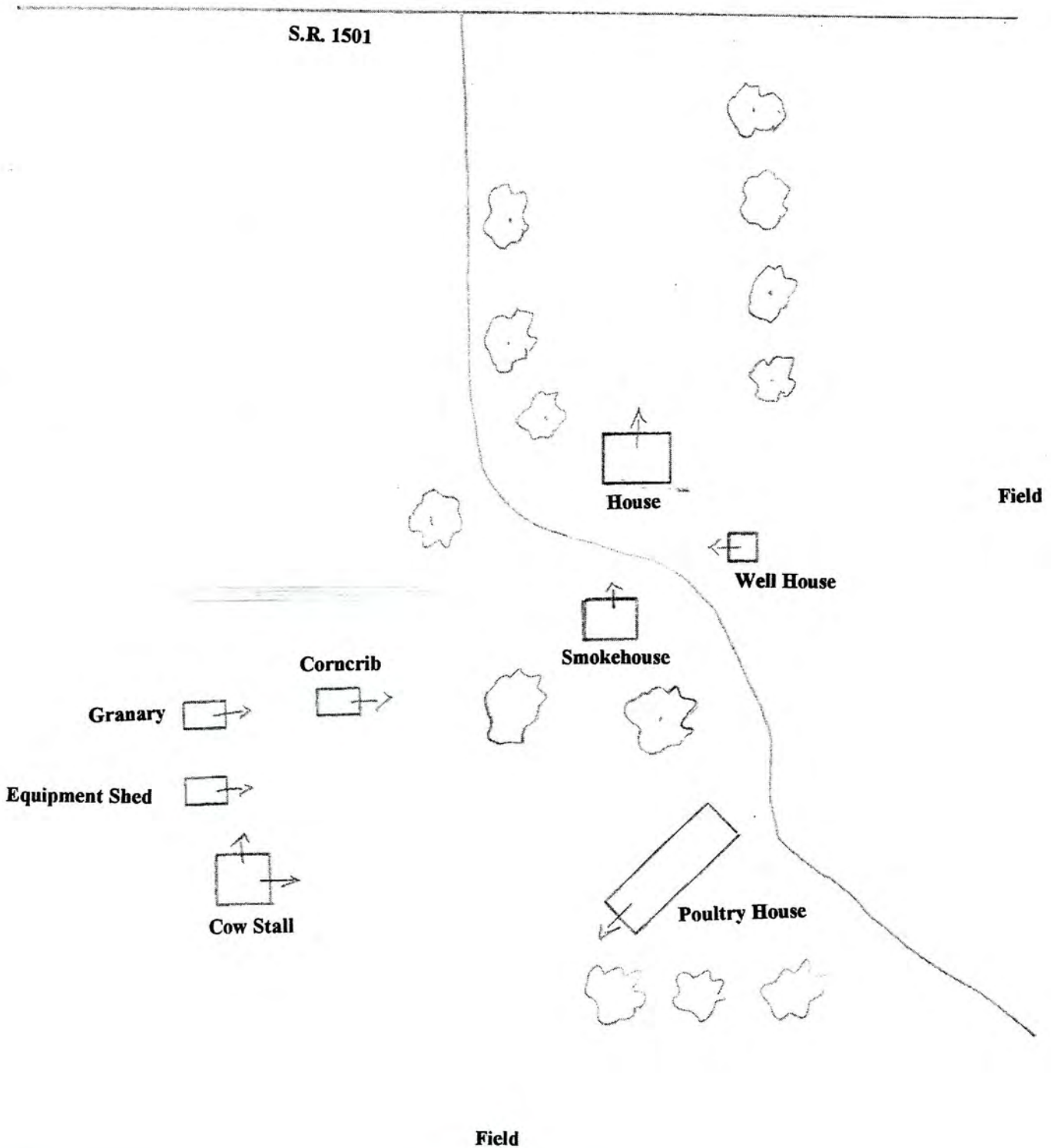
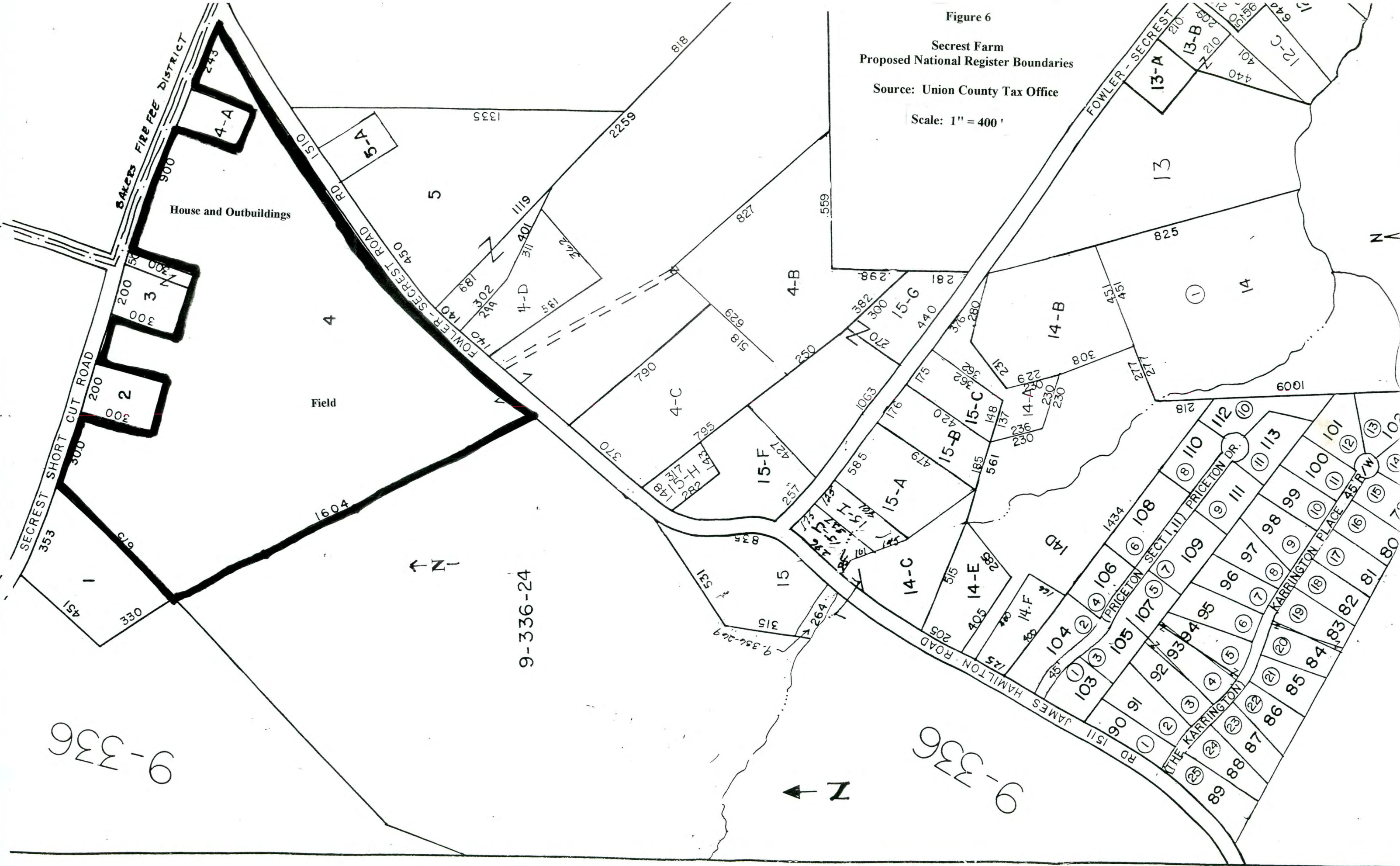


Figure 6
Secret Farm
Proposed National Register Boundaries
Source: Union County Tax Office
Scale: 1" = 400'



9-336-24

9-336-24

Hiram Secrest House (No. 40)

Southwest side SR 1511 at junction with SR 1510, Bakers vicinity, Union County

Date of Construction

Ca. 1900

Setting and Landscape Design (Figure 7)

The Hiram Secrest House is located in a rapidly developing area north of US 74, at the northwestern outskirts of Monroe. While the dwelling occupies a clearing surrounded by trees and an overgrown field, the general vicinity of the property is characterized by modern residential subdivisions.

Physical Description and Evaluation of Integrity (Plates 22-29)

The Hiram Secrest House is a two-story, weatherboard, one-room-deep dwelling capped by a standing-seam, metal side-gable roof with a projecting, gable-roofed center porch bay. The Secrest family remodeled the original two-tiered, center-bay front porch in the 1920s. Inspired by the popularity of the bungalow style, the Secrests enclosed the upper tier with a bank of three-over-one windows and replaced the original turned-post porch with a wraparound verandah with tapered posts on brick piers. The exterior retains its original brick end chimneys, decorative vent and flushboards in the front-facing gable, four-over-one sash windows, sidelights, and one-story kitchen ell with a hip-roofed porch. An original decorative bargeboard embellishes the cornices of the house, and tongue-and-groove siding corresponding to the original width of the front porch also remains around the front entry (Pickens 1990: 185).

The well-preserved interior includes tongue-and-groove siding, five-panel doors, beaded-board wainscoting in the center hall, and an open-string staircase with a turned newel and balusters. Original post-and-lintel mantels survive in the principal rooms. The most elaborate mantel is located in the east front room, and has simple pilasters and a frieze with two recessed molded panels (Pickens 1990: 185).

The property retains one farm outbuilding—a mid-twentieth-century corncrib now used for general storage. The present five-acre tract includes the tree-shaded clearing around the house and an overgrown field to the west.

Historical Background

According to family tradition, the house was built for Hiram Secrest (1879-1947) and his wife, Florence (1883-1972). Ancestor, A. D. Secrest, settled this land in the mid-eighteenth century. Prior to the construction of the present dwelling, the Secrest family occupied an earlier house on this site. The property continues to be owned and occupied by Secrest descendants, who inherited the house and some twenty acres of land after World War II. The house now stands on approximately five acres (Pickens 1990: 185; Secrest 2000).

Evaluation (Figure 8)

The Hiram Secrest House is recommended eligible for the National Register of Historic Places under Criterion C for architecture. The dwelling ranks among the finest early-twentieth-century farmhouses remaining in Union County, and clearly represents the main currents of architectural design in rural Union County during this period. In its two-story, rectangular form, capped by a gable roof and flanked by end chimneys, the Secrest House embodies the distinctive characteristics of one of the most prevalent traditional house types in Union County and the region. The decorative bargeboards and the front-facing gable treated with flushboards and a

region. The decorative bargeboards and the front-facing gable treated with flushboards and a fanciful vent express turn-of-the-century embellishments. The 1920s porch illustrates the popularity of the bungalow style after World War I, when a host of property owners updated their existing farmhouses with bungalow features.

The Secrest property is not recommended as eligible under any other criterion. The property no longer retains agricultural outbuildings or intact fields to warrant eligibility under Criterion A for agriculture. It is also not eligible under Criterion B because the property is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context. Finally, the property is not considered eligible under Criterion D, as the architectural component is not likely to yield information important in the history of building technology.

Boundary Description and Justification

The proposed National Register boundary is defined by the current tax parcel (approximately four acres), which contains the Secrest House (contributing) and the later cornerrib (non-contributing).



Plate 22. Secret House and Setting, Looking South.



Plate 23. Secret House, Front and East Elevations, Looking West.



Plate 24. Secret House, Front and West Elevations, Looking Southeast.

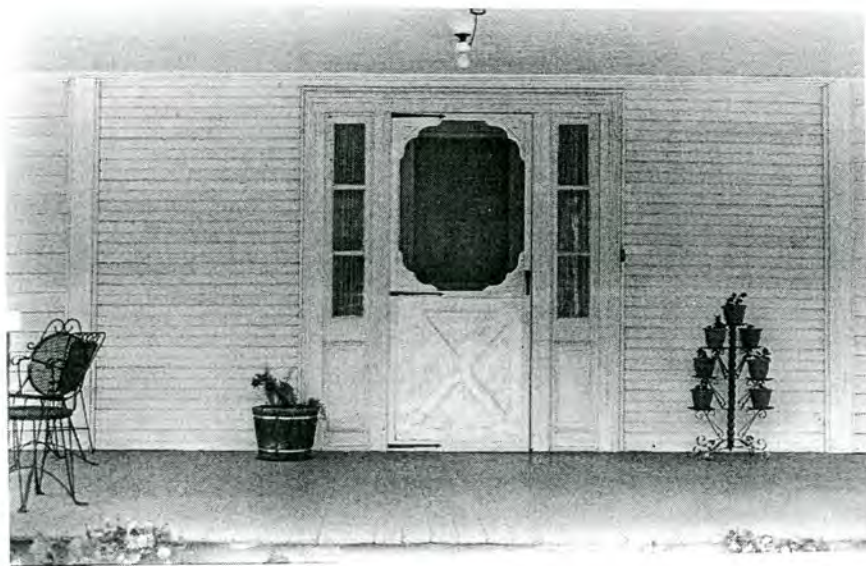


Plate 25. Secret House, Doorway.



Plate 26. Secret House, Rear Elevation, Looking North.



Plate 27. Secret House, Living Room Mantel.

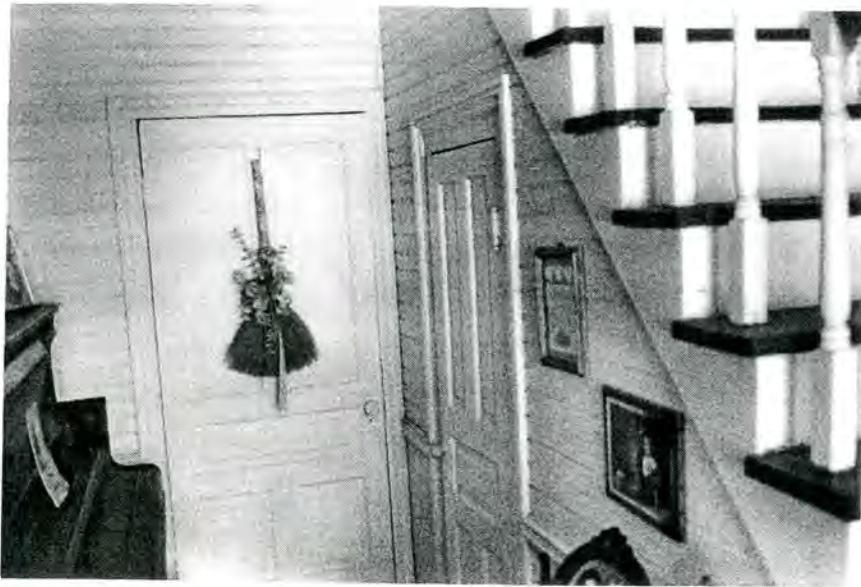


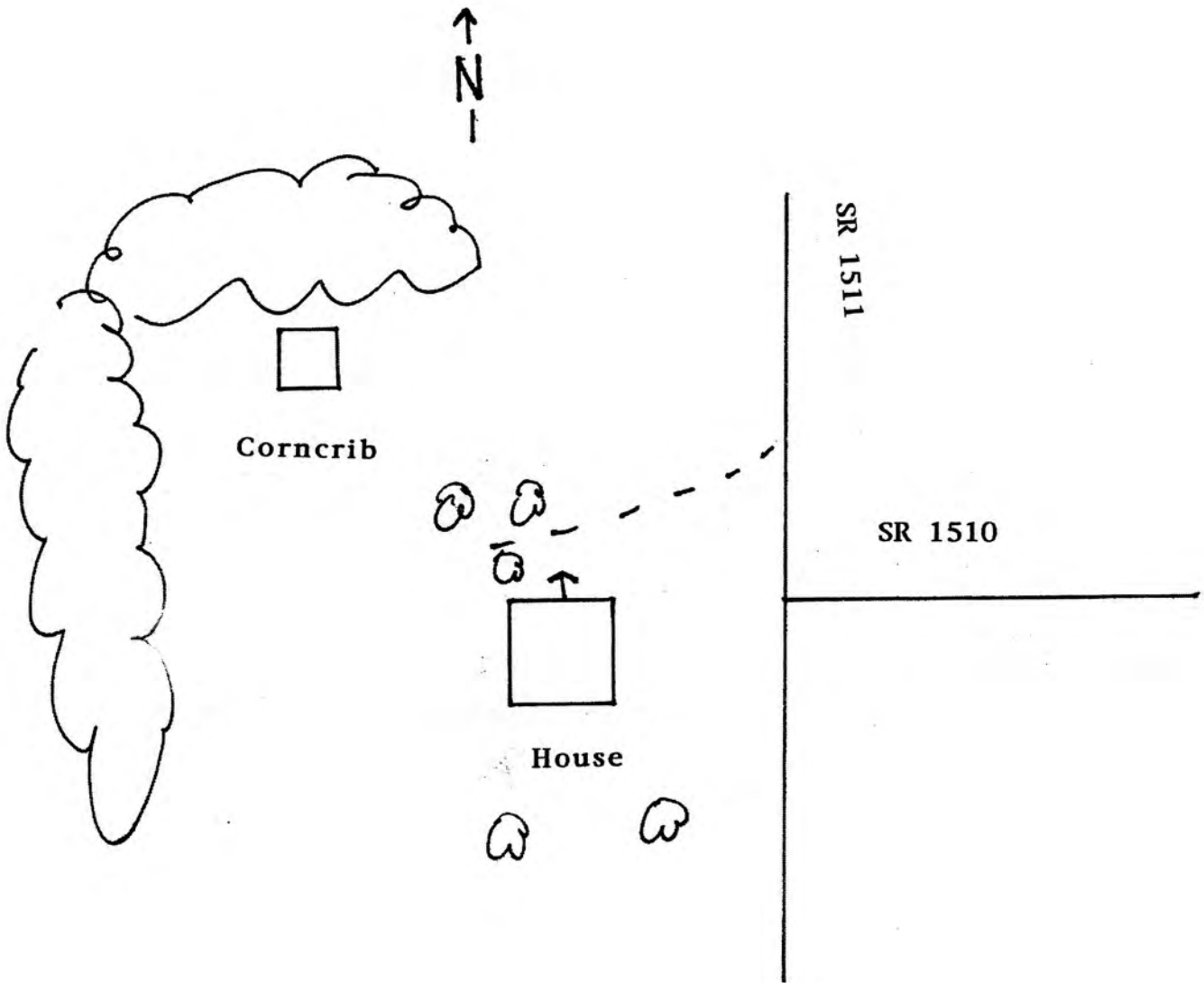
Plate 28. Secret House, Stairhall.



Plate 29. Secret House Property, Corncrib, Looking North.

Figure 7
Hiram Secret House
Site Plan

(not to scale)



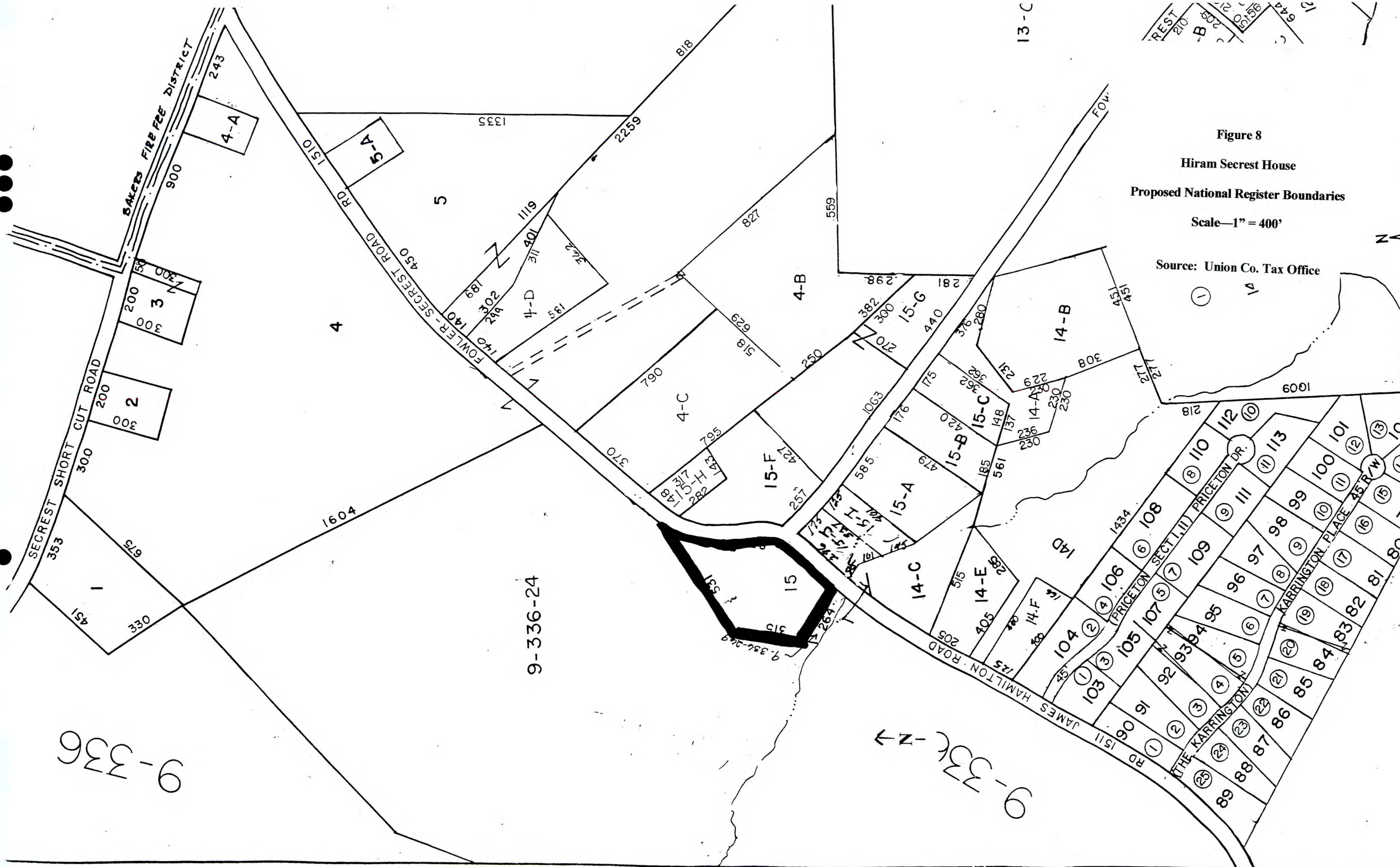


Figure 8
 Hiram Secret House
 Proposed National Register Boundaries

Scale—1" = 400'

Source: Union Co. Tax Office

9-336-24

9-336-24

9-336-24

**Properties Evaluated Intensively and
Considered Not Eligible for the National Register**

Justus Lee Benton House (No. 20) (SL 1983)

East side SR 1524, approximately 0.5 mile north of junction with SR 1523
Indian Trail vicinity, Union County

Date of Construction

Ca. 1910

Associated Outbuildings

Barn, Corncribs (3)

Setting and Landscape Design (Figure 9)

The Benton House stands amidst agricultural fields on the east side of SR 1524 north of US 74. A large, modern residential subdivision is located on the west side of the road. Most of the trees and shrubs around the house have been planted in recent years, although several mature trees still shade the backyard. A small farmyard occupies the backyard, including a barn and corncribs.

Physical Description and Evaluation of Integrity (Plates 30-37)

The ca. 1910 Benton House has undergone some significant alterations since it was placed on the North Carolina Study List in 1983. The original siding, including weatherboards and decorative tongue-and-grooved sheathing on the porch face and the gable ends, has been entirely covered with vinyl siding, and the one-over-one windows replaced with twelve-over-twelve sash windows. The two brick chimneys that pierce the roof are also replacements. The exterior does retain its original cubic form, with a high hip roof, multiple subsidiary gables, and a central dormer. The wraparound porch with turned posts is also original. The principal investigators were not able to gain inside access. However, the inspection of interior rooms from the porch revealed modern brick mantels in both the living room and the parlor. The sheet rock, which now covers the original tongue-and-groove walls, was added in 1971. The interior retains original paneled doors and tongue-and-groove wainscot in the central hall.

The Benton farmyard contains a deteriorated but stable frame barn, two intact frame corncribs, and one ruinous corncrib. These outbuildings are no longer in use, and no other outbuildings associated with the property survive. The Benton tract includes 122 acres of agricultural fields and woodlands on the east side of SR 1524. This farmland remains in use.

Historical Background

The Benton House was constructed for cotton farmer Justus Lee Benton (1866-1921) and his wife Carrie Jane (Belk) Benton (1865-1936) ca. 1900. The property remained in the Benton family until 1927. Morris Love acquired the residence and the adjoining land in 1945, and the property remains in the Love family, who still occupy the house but now rent out the farmland (Pickens 1990: 268-269).

Evaluation

The Justus Lee Benton House is not considered to be eligible for the National Register of Historic Places under any criterion. The house has undergone significant alterations since its placement on the North Carolina Study List in 1983. A host of more intact early-twentieth-century farmhouses remain in Union County, including, for example, the ca. 1910 H. Marshall Baucom House near Unionville, the ca. 1906 Joseph Ross House and the ca. 1906 Thomas Baucom House

near Olive Branch, the 1909 George Sibley Tyson House near Waxhaw, and the Heywood-Killough House in the Indian Trail vicinity (Pickens 1990: 221-222, 265, 276, 304). Like the Benton House, these dwellings are substantial, frame one-and-one-half-story, hip-roofed houses embellished with a blend of Colonial Revival and Queen Anne elements.

Although the Benton property includes agricultural fields and some outbuildings, it no longer retains sufficient integrity to embody important themes in the development of agriculture in Union County (Criterion A). The farmhouse has been remodeled in recent years and the two intact corncribs and barn do not clearly illustrate significant trends in early-twentieth-century farming. The property is also not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context. Finally, the Benton House is not considered eligible under Criterion D, as the architectural component is not likely to yield information important in the history of building technology.



Plate 30. Benton House, Looking Northeast.



Plate 31. Benton House, Front Façade, Looking East.



Plate 32. Benton House, North Elevation, Looking South.



Plate 33. Benton House, Rear Elevation, Looking West.

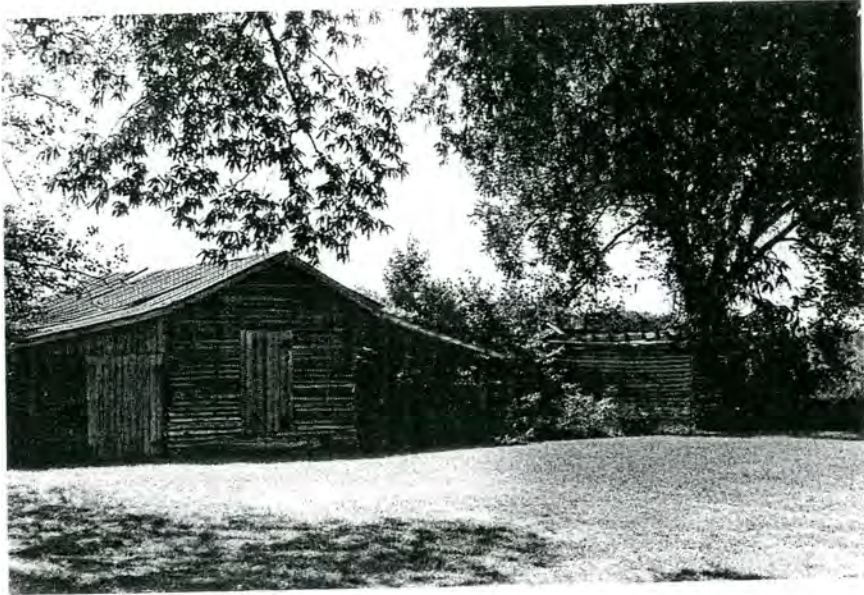


Plate 34. Corncrib and Ruinous Corncrib, North Side of Benton Farmyard, Looking North.



Plate 35. Barn and Corncrib at the Rear of Benton Farmyard, Looking West.



Plate 36. Fields and Modern Subdivision, Looking Northeast from Benton House.

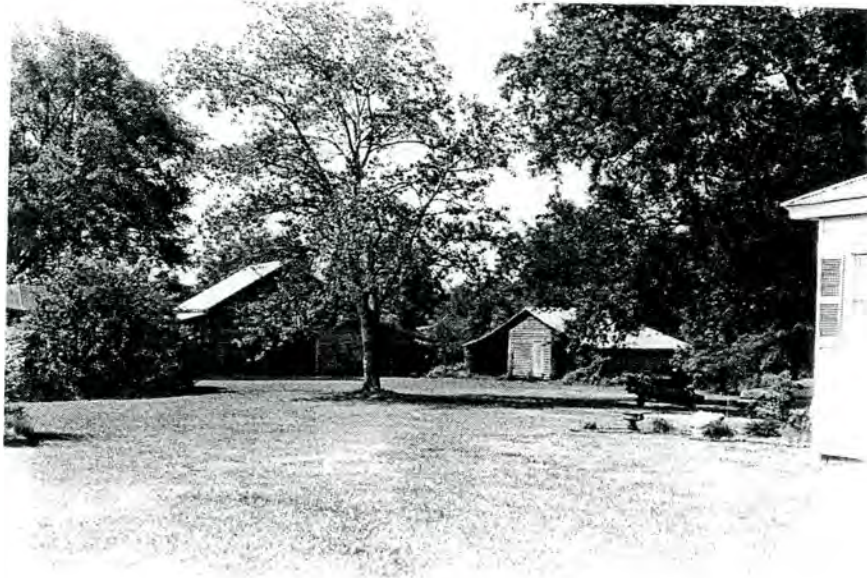
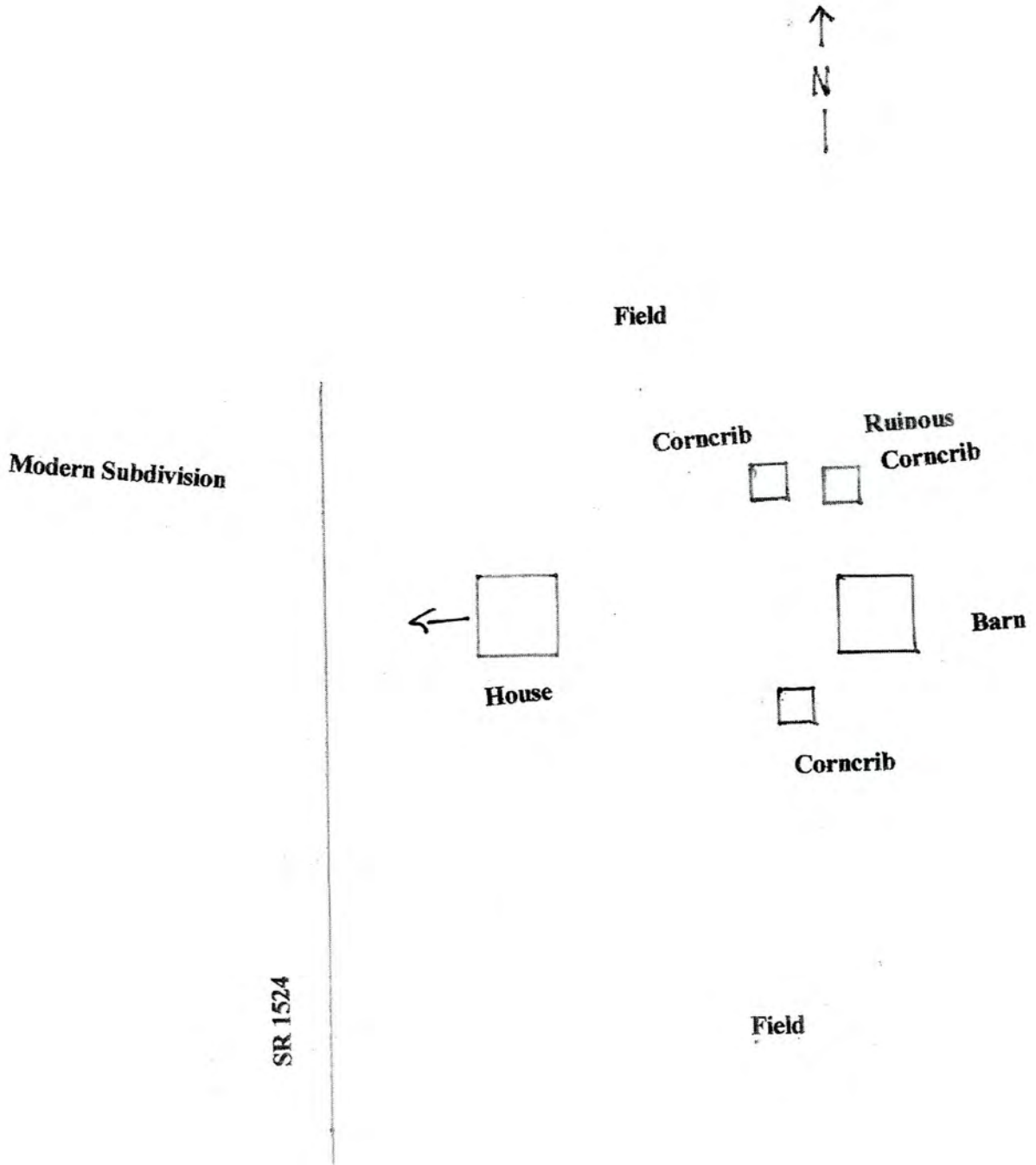


Plate 37. Benton Farmyard, Looking West.

Figure 9
Justus Lee Benton House
Site Plan
(not to scale)



SR 1524

Philip Condor Stinson House (No. 22) (SL 1983)

Northeast side SR 1501, 0.15 mile north of junction with SR 1515
Indian Trail vicinity, Union County

Date of Construction

Ca. 1870

Associated Outbuildings

Smokehouse, Well house

Setting and Landscape Design (Figure 10)

The Philip Condor Stinson House faces SR 1501 in the rapidly developing northwest side of Union County. While shaded by some mature trees and surrounded by open space, modern commercial and residential land uses characterize the general vicinity. A small lawn separates the dwelling from the roadway to the south.

Physical Description and Evaluation of Integrity (Plates 38-42)

The ca. 1870 Stinson House has undergone some significant alterations since it was placed on the North Carolina Study List in 1983. The brick chimney on the west gable end is now gone, the weatherboard exterior, with corner boards and molded window surrounds, has been covered with vinyl siding, and the six-over-six windows replaced with one-over-one sash (some with false, clip-on sash). A wooden deck has also been added to the east side of the rear ell, which had been altered and enlarged before 1983. The exterior retains its original center entrance, which features a heavily molded, splayed surround, sidelights, and a four-panel door with inset octagonal and pointed-arch panels. The hip-roofed front porch with sawnwork brackets and balustrade also remains intact. It had been heavily altered in 1932, and was restored in 1982 with the aid of documentary photographs.

Although the principal investigator was denied access to the interior, an interview with the current residents reveals that the interior has been slightly altered since the 1983 listing. The interior retains the original narrow, center hall, four-panel doors, flushboard finish on the first floor, post-and-lintel mantels in the two principal first-floor rooms, and open-string stairway. Modern alterations include the addition of sheetrock in the upstairs rooms, removal of the mantel in the west upstairs room, and the addition of new balusters and rail to the stairway.

The Stinson property includes a former smokehouse and a well house. The side-gable, frame smokehouse, which may date to the construction of the residence, has a modern foundation and a later window, and may have been moved to the present site. The well house dates from the mid-twentieth century and has a side-gable roof and a brick veneer. No other outbuildings or farmland associated with the house survive (Pickens 1990: 266-267).

Historical Background

The Stinson House was constructed for Philip Condor Stinson shortly after his marriage to Martha Ann Benton in 1869. In addition to his farming duties, Stinson operated a corn mill, a saw mill, and a cotton gin adjacent to the house, near the present-day intersection of Secrest Shortcut Road (SR 1501) and Ebenezer Church Road (SR 1515). None of these buildings survive. Following the death of Martha Stinson in 1942, the dwelling was owned and occupied by two Stinson daughters, Callie Stinson Orr (1884-1982) and Clara Stinson (1889-1979). The property remains a residence, though is no longer owned by Stinson family descendants.

Evaluation

The Philip Condor Stinson House is not considered to be eligible for the National Register of Historic Places under any criterion. The house has undergone significant alterations since its placement on the North Carolina Study List in 1983. A number of more intact late-nineteenth-century farmhouses remain in Union County, including the ca. 1872 William Thomas Hamilton House near Marshville, the 1870s John Bivens House near Marshville, the ca. 1875 Thomas Fowler House near Olive Branch, the 1870s John Simpson House near Olive Branch, the ca. 1880 Cuthbertson House near Weddington, and the ca. 1892 William Ike Blythe House near Mineral Springs, and the 1880s Perry-McIntyre House near Wingate (Pickens 1990: 37-39; for other examples, see 181, 187, 191, 344, 358, 363). Like the Stinson House, these dwellings are traditional, two-story, rectangular houses embellished with a blend of classical and picturesque elements.

The Stinson property no longer retains agricultural outbuildings or intact fields to warrant eligibility under Criterion A for agriculture. It is also not eligible under Criterion B because the property is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context. Finally, the Stinson House is not considered eligible under Criterion D, as the architectural component is not likely to yield information important in the history of building technology.



Plate 38. Stinson House, Front Façade, Looking North.



Plate 39. Stinson House, Doorway.



Plate 40. Stinson House, East Elevations, Looking West.



Plate 41. Stinson House, Modern Window Sash, East Elevation.

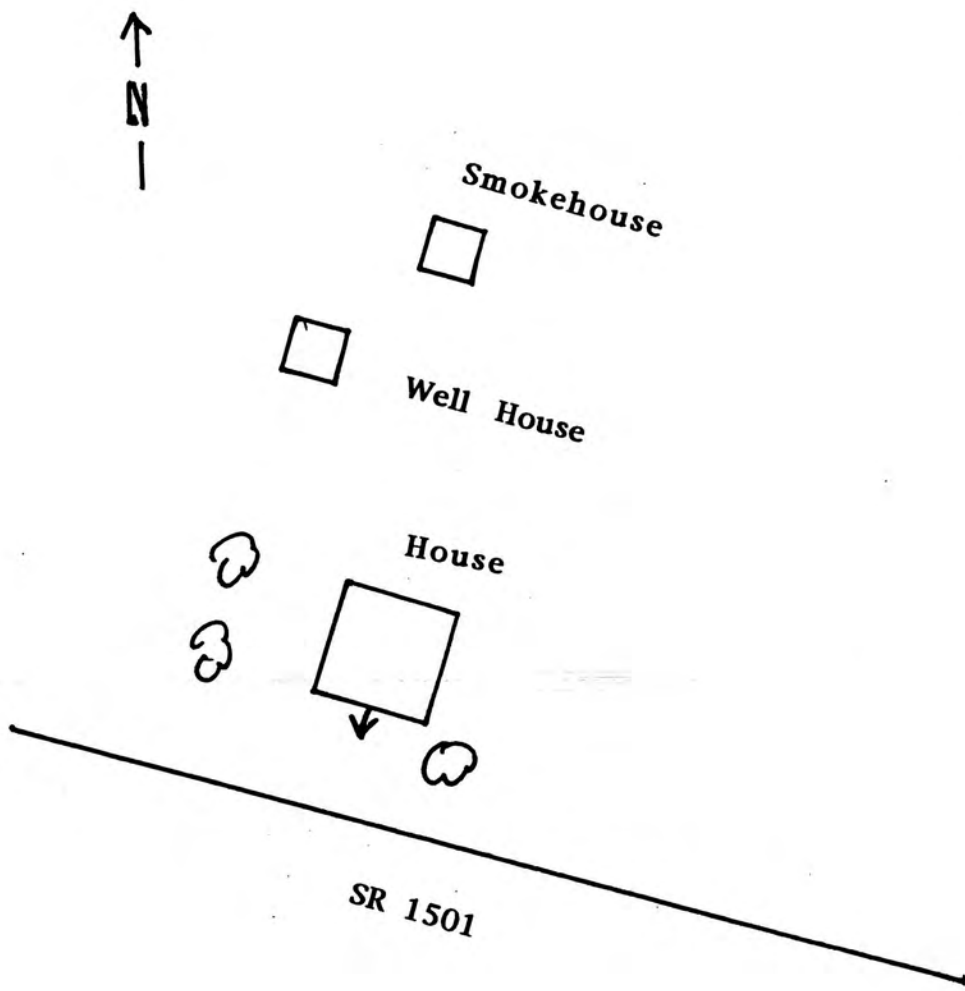


Plate 42. Stinson House, Outbuildings, Looking North.

Figure 10

**Philip Condor Stinson House
Site Plan**

(not to scale)



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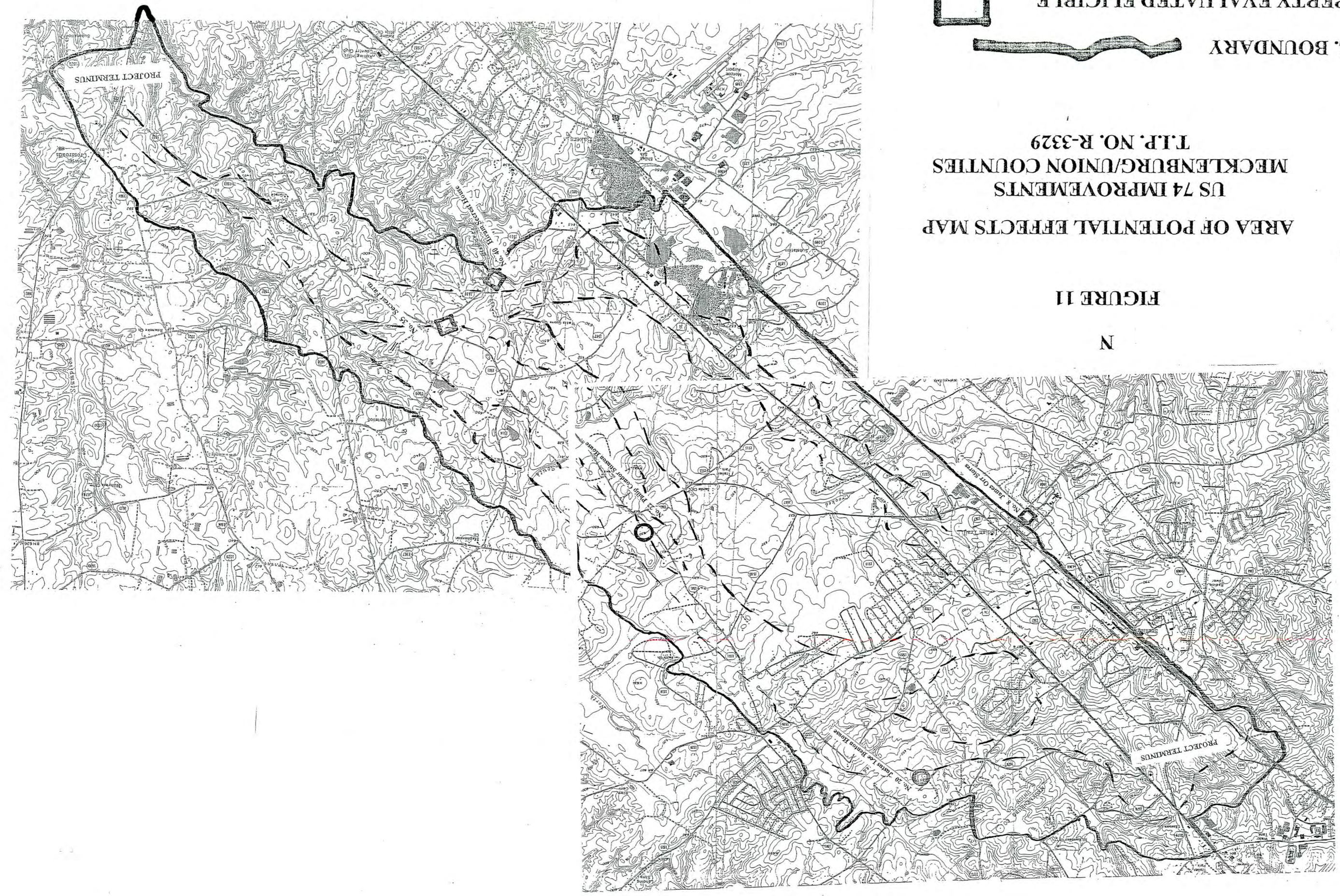
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Appendix A
Area of Potential Effects Map

AREA OF POTENTIAL EFFECTS MAP
US 74 IMPROVEMENTS
MECKLENBURG/UNION COUNTIES
T.I.P. NO. R-3329

FIGURE 11

N



Appendix B
Photographic Inventory/Evaluations

PHASE II
PRELIMINARY INVENTORY LIST

US 74 IMPROVEMENTS
UNION/MECKLENBURG COUNTIES
R-3329

PROPERTIES NOT ELIGIBLE FOR LISTING IN THE
NATIONAL REGISTER AND THEREFORE NOT WORTHY
OF FURTHER EVALUATION
(Keyed to Map)

Number	Name	Reason Not Eligible
1.	House	Weatherboard, clipped-gable bungalow; no special architectural or historical significance.
2.	House	Weatherboard, hip-roofed cottage; unusual shed-roofed porch with decorative bracing may be later replacement; no outbuildings or farmland; no special architectural or historical significance.
3.	House	Vinyl-sided, clipped-gable bungalow cottage; no special architectural or historical significance.
4.	House	Altered side-gable cottage with front ell, replacement chimney and porch posts; no special architectural or historical significance.
5.	Houses	Side-gable cottage with remodeled porch; no special architectural or historical significance.
6.	House	Aluminum-sided, gable-front bungalow; no special architectural or historical significance.
7.	House	Side-gable cottage with decorative center roof gable; replacement porch posts and asbestos-shingled siding on portions of the facade; no special architectural or historical significance.
9.	House	Vinyl-sided, L-plan cottage with replacement porch posts and modern fenestration; no special architectural or historical significance.
10.	House	Asbestos-shingled, story-and-a-half, hip-roofed cottage with replacement porch posts; no special architectural or historical significance.
11.	House	Asbestos-sided, gable-front bungalow; no special architectural or historical significance.
12.	House	Aluminum-sided, gable-front bungalow; no special architectural or historical significance.

13. Stallings United Methodist Church Early-20th-century, brick, Gothic Revival church; sizable modern church attached to north side; original church converted to classrooms and interior extensively altered; pews and alter removed, new ceiling and wall coverings; no special architectural or historical significance.
14. House Mid-20th-century, two-story, brick-veneered, Colonial Revival house; replacement front porch; modern garage; no special architectural or historical significance.
15. House Asphalt-shingled, side-gable double-pen tenant house; altered porch; chimneys removed; house relocated to this site; no special architectural or historical significance.
16. House Side-gable, weatherboard cottage; replacement front porch; no special architectural or historical significance.
17. House Weatherboard, story-and-a-half, side-gable cottage; modern brick chimney, fenestration, and porch; relocated to site and extensively altered or rebuilt with modern materials; no special architectural or historical significance.
18. House Side-gable cottage with multiple later wings; asphalt-shingle siding; replacement porch posts; no special architectural or historical significance.
19. House Aluminum-sided, clipped-gable bungalow with replacement porch posts; no special architectural or historical significance.
21. House Weatherboard, clipped-gable bungalow; no special architectural or historical significance.
23. House Clipped-gable bungalow with later brick veneer; no special architectural or historical significance.
24. House Weatherboard, hip-roofed bungalow with gable-front porch; sited amidst modern outbuildings; no special architectural or historical significance.
25. House Weatherboard, gable-front bungalow; no significant changes since previously determined not eligible; R-2559 (1995).
26. House Weatherboard, side-gable bungalow; no special architectural or historical significance.
27. House Asbestos-sided, gable-front bungalow no special architectural or historical significance.
28. House Weatherboard gable-front bungalow; no special architectural or historical significance.

29. House Weatherboard, side-gable bungalow; later attached garage/carport; replacement porch posts; no special architectural or historical significance.
30. House Vinyl-sided, extensively altered gable-front bungalow; no special architectural or historical significance.
31. House/ Weatherboard, gable-front bungalow; no special architectural or historical significance.
32. House Deteriorated, weatherboard, hip-roofed cottage; replacement porch posts; one of the interior chimneys is gone; no special architectural or historical significance.
33. House Gable-front, German-sided bungalow; replacement porch posts; no special architectural or historical significance.
34. House Weatherboard, gable-front bungalow; no significant changes since previously determined not eligible; R-2559 (1995).
36. House Weatherboard, gable-front bungalow; no significant changes since previously determined not eligible; R-2559 (1995).
37. House Weatherboard, gable-front bungalow; no significant changes since previously determined not eligible; R-2559 (1995).
38. House Asbestos-sided, side-gable cottage; chimneys gone; replacement porch posts and balustrade; possible relocated to this site; no special architectural or historical significance.
39. House Mid 20th-century, vinyl-sided, L-plan cottage with some Tudor Revival elements; no associated farm buildings; no special architectural or historical significance.
41. House Substantial vinyl-sided, cross-gable bungalow; no outbuildings or farmland; no special architectural or historical significance.
42. House Vinyl-sided, cross-gable bungalow; no significant changes since previously determined not eligible; R-2559 (1995).
43. House Aluminum-sided, gable-front bungalow; no significant changes since previously determined not eligible; R-2559 (1995).

44. House Side-gable, central-hall dwelling, modernized, and remodeled with bungalow elements; aluminum siding; no significant changes since previously determined not eligible; R-2559 (1995).
45. House Rear view of side-gable cottage sited amidst modern farm complex; replaced chimneys suggest dwelling was relocated to this site; no special architectural or historical significance.
46. House Heavily altered ca. 1890s frame, one-story, side-gable, central-hall cottage; chimney removed from south elevation; enclosed front porch; vinyl siding; later additions; no significant changes since previously determined not eligible; R-2559 (1995).
47. Secret Outbuildings 1930s frame granary and one frame, gable-front barn; one barn has been demolished since 1995 survey and evaluation; no other significant changes since previously determined not eligible; R-2559 (1995).
48. Grace United Methodist Church Altered ca. 1900 frame, gable-front church; completely vinyl sided—including vinyl-covered decorative elements in the gable front; modern brick foundation; modern entry porch and door; large modern additions on the rear and south elevations; modest cemetery with mix of modern and early 20th-century stones; no interior access; no significant changes since previously determined not eligible; R-2559 (1995).
49. House Heavily altered, early 20th-century, side-gable cottage with replacement porch posts, aluminum siding; no significant changes since previously determined not eligible; R-2559 (1995).
50. House Vinyl-side, mid 20th-century cottage; no significant changes since previously determined not eligible; R-2559 (1995).
51. House Altered gable-front bungalow with aluminum siding; replacement porch; no significant changes since previously determined not eligible; R-2559 (1995).
52. House Altered 19th-century side-gable cottage with aluminum siding, replacement porch posts, and modernized interior; intact gable returns and nine-over-six windows; no significant changes since previously determined not eligible; R-2559 (1995).
53. Barbee House Gable-front bungalow with rear side-gable wing; no significant changes since previously determined not eligible; R-2559 (1995).

54. Fowler Tenant House Asphalt-shingled, gable-front bungalow with exposed braces in the gables; rustic, skinned-pole porch posts; no significant changes since previously determined not eligible; R-2559 (1995).
55. House Vinyl-sided, early 20th-century, side-gable cottage with sidelights; replacement wraparound porch with tapered posts on brick piers and later metal poles no significant changes since previously determined not eligible; R-2559 (1995).
56. Fowler House Mid 20th-century, brick-veneered, Tudor Revival cottage; no significant changes since previously determined not eligible; R-2559 (1995).
57. House Altered vinyl-sided, gable-front bungalow with large addition on south elevation; no significant changes since previously determined not eligible; R-2559 (1995).
58. House Weatherboard, gable-front bungalow with rear well house; no special historical or architectural significance.
59. House Rock-veneered, gable-front bungalow; no significant changes since previously determined not eligible; R-2559 (1995).



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Appendix C
Professional Qualifications

Richard L. Mattson, Ph.D.
Historical Geographer

Education

- 1988 Ph.D. Geography
University of Illinois, Urbana, Illinois
- 1980 M.A. Geography
University of Illinois, Urbana, Illinois
- 1976 B.A. History, Phi Beta Kappa
University of Illinois, Urbana, Illinois

Relevant Work Experience

- 1991-date Historical Geographer, Mattson, Alexander and Associates, Inc.
Charlotte, North Carolina
- 1991 Visiting Professor, History Department, Queens College, Charlotte,
North Carolina
- Developed and taught course on the architectural history of the North
Carolina Piedmont, focusing on African-American architecture, textile-
mill housing, and other types of vernacular landscapes.
- 1989-1991 Mattson and Associates, Historic Preservation Consulting
Charlotte, North Carolina
- 1988 Visiting Professor, Department of Urban and Regional Planning,
University of Illinois, Urbana, Illinois
- Taught historic preservation planning workshop, developed and taught
course on the history of African-American neighborhoods. The latter
course was cross-listed in African-American Studies.
- 1984-1989 Private Historic Preservation Consultant,
Raleigh, North Carolina
- 1981-1984 Academic Advisor, College of Liberal Arts and Sciences, University of
Illinois, Urbana, Illinois
- 1981 Instructor, Department of Geography, University of Illinois, Urbana,
Illinois
- 1978-1980 Private Historic Preservation Consultant, Champaign, Illinois

Frances P. Alexander
Architectural Historian

Education

- 1991 M.A. American Civilization-Architectural History
George Washington University
Washington, D.C.
- 1981 B.A. History with High Honors
Guilford College
Greensboro, North Carolina

Relevant Work Experience

- 1991-date Architectural Historian, Mattson, Alexander and Associates, Inc.
Charlotte, North Carolina
- 1988-1991 Department Head, Architectural History Department
Engineering-Science, Inc., Washington, D.C.

Directed all architectural history projects for the Cultural Resource Division. Supervised a staff of three architectural historians, one photographer, and graphics staff. Responsibilities included project management, technical direction, research design and implementation, scheduling, budget management, client and subcontractor liaison, and regulatory compliance with both state and federal agencies. Responsibilities also included marketing, proposal writing, and public presentations.

Types of projects included: Section 106 compliance, surveys, evaluations of eligibility, evaluations of effect, design review, and mitigation; environmental impact statements; Section 4(f) compliance; H.A.B.S./H.A.E.R. documentation; state survey grants; National Register nominations; oral history; and environmental, historical, and land use research for Superfund sites.

- 1987-1988 Architectural Historian, Historic American Buildings Survey/Historic American Engineering Record, National Park Service, Washington, D.C.

Planned and conducted architectural, engineering, and landscape documentation projects. Responsibilities included research designs and methodologies; development of computerized data bases for recording survey data; preparation of overview histories; editing project data; preparation of documentation for publication; and assisting in hiring and supervising personnel.

1986-1987 Historian, National Register of Historic Places, National Park Service,
Washington, D.C.

Acted as liaison with public and federal agencies to provide preservation information, publications, and National Register nominations.

1986 Historian, Historic American Engineering Record, National Park
Service, Chicago, Illinois

Conducted inventory of historic industrial and engineering resources along the Illinois and Michigan Canal in Chicago, Illinois. Responsibilities included identifying potential historic sites; preparing architectural, engineering, and technological descriptions; conducting historical research; and preparing an overview history tracing industrial and transportation development patterns.