



North Carolina Department of Cultural Resources
State Historic Preservation Office

Peter B. Sandbeck, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

May 3, 2005

MEMORANDUM

TO: Gregory Thorpe, Ph.D., Director
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: Peter B. Sandbeck *PBS for Peter Sandbeck*

SUBJECT: Historic Architectural Resources Survey Report, Proposed Interchange at US 17/Business and US 17/SR 1300; and Proposed Interchange at US 17/SR 1336, and Improvements at US 17/SR 1300, R-4458 and R-4459, Perquimans County, CH04-2882 and CH04-2883

Thank you for your letter of March 16, 2005, transmitting the survey report by Richard Mattson of Mattson, Alexander and Associates, Inc.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following property is listed in and remains eligible for the National Register of Historic Places:

Old Neck Historic District, roughly bounded by US 17, SR 1302, SR 1300, Suttons Creek and Perquimans River, remains eligible for the National Register under Criteria A and C for agriculture, architecture, and social history. Comprised of 3,365 rural acres, the district provides a rare insight into important nineteenth-century settlement patterns in the Albemarle region and is significant to North Carolina history.

The district continues to provide a cross-section of domestic and farm outbuildings from the early nineteenth to the mid-twentieth centuries. It includes the large plantation seats of the Fletcher-Skinner-Nixon House, Cove Grove, the Thomas Nixon House, and the William Jones House as well as smaller farmsteads subdivided from the larger estates.

We concur with the National Register boundary as delineated in the survey report.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are not eligible for the National Register of Historic Places as documented in the concurrence form found at the end of the report.

Properties:

- ◆ Nos. 1 – 2
- ◆ Nos. 4 – 6

ADMINISTRATION
RESTORATION
SURVEY & PLANNING

Location
507 N. Blount Street, Raleigh NC
515 N. Blount Street, Raleigh NC
515 N. Blount Street, Raleigh, NC

Mailing Address
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(919)733-6547/715-4801
(919)733-6545/715-4801

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the 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, 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: Mary Pope Furr, NCDOT
Richard Mattson, Mattson, Alexander, and Associates, Inc.

bc: Southern/McBride
Scott Power/EO
County



RECEIVED
MAR 17 2005

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

HISTORIC PRESERVATION OFFICE

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

March 16, 2005

Mr. Peter B. Sandbeck
Deputy State Historic Preservation Officer
North Carolina Department of Cultural Resources
4617 Mail Service Center
Raleigh, North Carolina 27699-4617

REF #: R-4558 → CH 04-2882
R-4559 → CH 04-2883

S

Due 4/11/05

Dear Mr. Sandbeck:

RE: R-4458 & R-4459, Perquimans County, US 17/SR 1300 (New Hope Road) and
US 17/SR 1336 (Harvey Point Road), WBS #s 35746 & 35747

The North Carolina Department of Transportation (NCDOT) is conducting planning studies for the above-referenced project. Please find attached two copies of the Historic Architectural Resources Survey Report, which meets the guidelines for survey procedures for NCDOT and the National Park Service. This report concludes that there is one property, the **Old Neck Historic District**, within the Area of Potential Effects (APE) that is listed on the National Register of Historic Places.

Please review the survey report and provide us with your comments. If you have any questions concerning the accompanying information, please contact me at 715-1620.

RECEIVED

MAR 21 2005

Sincerely,

Mary Pope Furr
Historic Architecture Section

Attachment

Cc (w/ attachment): Gail Grimes, Project Engineer, PDEA
John Sullivan III, P.E., Federal Highway Administration

MAILING ADDRESS:
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LOCATION:
PARKER LINCOLN BUILDING
2728 CAPITAL BOULEVARD, SUITE 168
RALEIGH, NC 27604

**PHASE II
INTENSIVE HISTORIC RESOURCES SURVEY AND REPORT
PROPOSED INTERCHANGE AT US 17/BUSINESS US 17/SR 1300
PERQUIMANS COUNTY
T.I.P. NUMBER R-4458
WBS NUMBER 35746
AND
PROPOSED INTERCHANGE AT US 17/SR 1336,
AND IMPROVEMENTS AT US 17/SR 1338
PERQUIMANS COUNTY
T.I.P. NUMBER R-4459
WBS NUMBER 35747**

Prepared By

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

Prepared For

**Rummel, Klepper & Kahl, LLP
Raleigh, North Carolina 27609-3960**

10 January 2005

PHASE II
INTENSIVE HISTORIC RESOURCES SURVEY AND REPORT
PROPOSED INTERCHANGE AT US 17/BUSINESS US 17/SR 1300
T.I.P. NUMBER R-4458
WBS NUMBER 35746
AND
PROPOSED INTERCHANGE AT US 17/SR 1336,
AND IMPROVEMENTS AT US 17/SR 1338
T.I.P. NUMBER R-4459
WBS NUMBER 35747

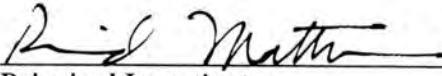
Prepared By

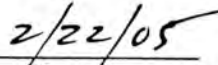
Mattson, Alexander and Associates, Inc.
2228 Winter Street
Charlotte, North Carolina 28205

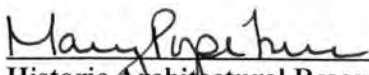
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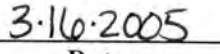
Rummel, Klepper & Kahl, LLP
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Raleigh, North Carolina 27609-3960

10 January 2005


Principal Investigator
Mattson, Alexander and Associates, Inc.


Date


Historic Architectural Resources
North Carolina Department of Transportation


Date

MANAGEMENT SUMMARY

The North Carolina Department of Transportation (N.C.D.O.T.) projects are entitled, *Proposed Interchange at US 17/Business US 17/SR 1300, T.I.P. Number R-4458, Perquimans County*, and *Proposed Interchange at US 17/SR 1336, Improvements to SR 1338, T.I.P. Number R-4459, Perquimans County*. The project locations are depicted in **Figures 1 and 2**. For R-4458, N.C.D.O.T. proposes to convert the existing US 17/US 17 Business/SR 1300 (New Hope Road) at-grade intersection to an interchange (**Figure 3**). For R-4459, N.C.D.O.T. proposes to convert US 17/SR 1336 (Harvey Point Road) at-grade intersection to an interchange and improve the adjacent US 17/SR 1338 (Wynne Fork Road) intersection (**Figure 4**).

This architectural survey was conducted in order to identify historic architectural resources located within the area of potential effects (A.P.E.) for the undertaking as part of the environmental studies conducted by N.C.D.O.T. and documented by an environmental assessment (E.A.). This report was 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 prepared 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 federally funded, licensed, or permitted undertakings on properties included in, or eligible for inclusion in, the National Register of Historic Places. Furthermore, the agencies must 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. (October 2003). 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.

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 to delineate the A.P.E. of the proposed highway improvement and to identify all properties within this area that were built prior to 1955. The surveyed resources and the boundaries of the A.P.E. are shown on U.S. Geological Survey (U.S.G.S.) topographical maps (**Figures 5 and 6**). One hundred percent of the A.P.E. was surveyed.

A total of six (6) resources were identified as being at least fifty years of age. One resource, the Old Neck Historic District (National Register 1996) is evaluated in the Property Inventory and Evaluations section of the report. The remaining five properties in the survey are early to mid-twentieth century houses that lack sufficient architectural or historic significance for National Register eligibility.

Properties Listed in the National Register

Old Neck Historic District (1996)

Properties Listed in the North Carolina Study List

Francis Nixon House (included in Old Neck Historic District)

Properties Evaluated Intensively and Considered Eligible for the National Register

Old Neck Historic District (1996)

Properties Evaluated Intensively and Considered Not Eligible for the National Register
None

Other Properties Evaluated and Considered Not Eligible for the National Register
See Appendix A

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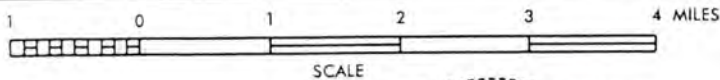
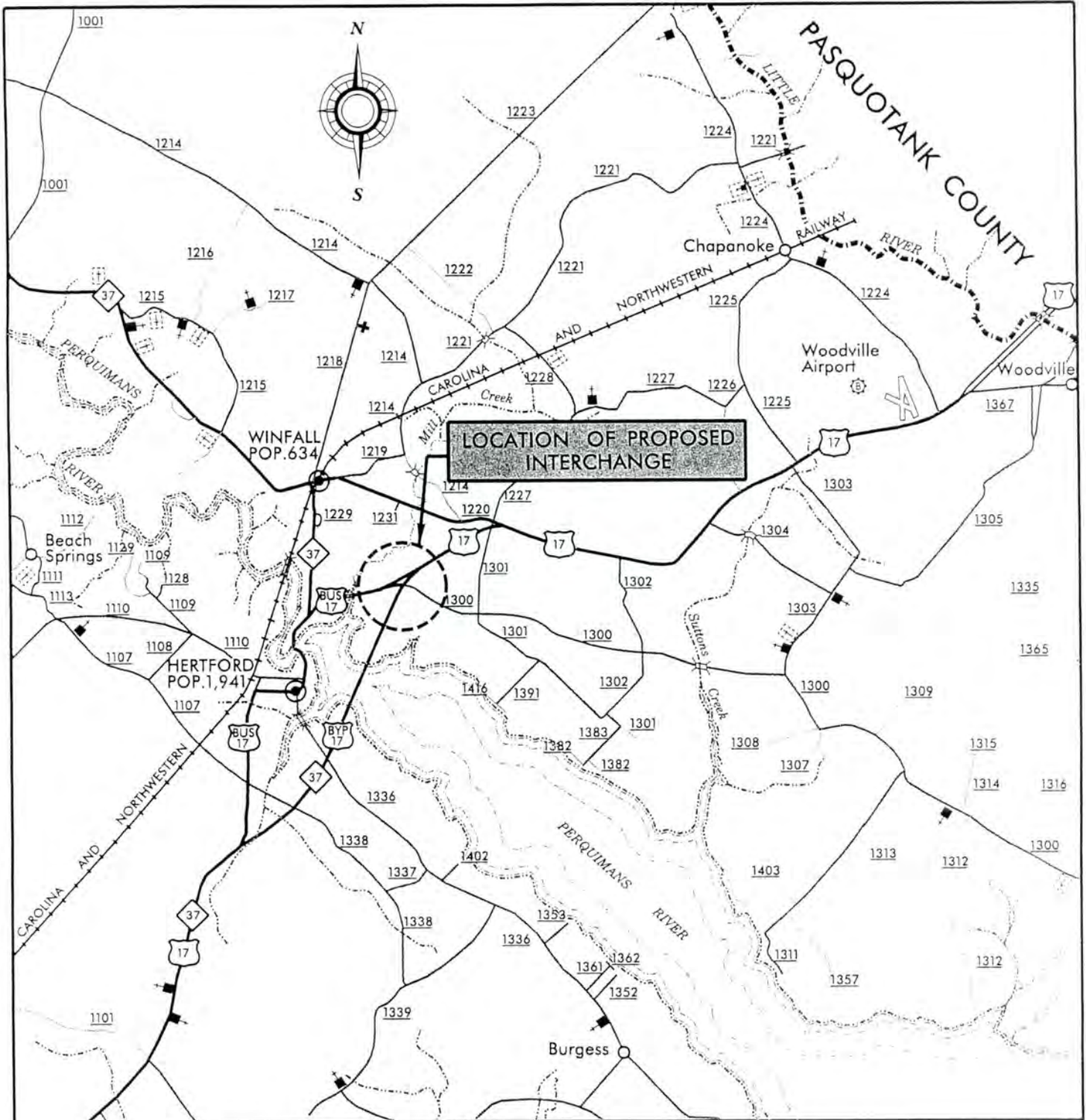
II. INTRODUCTION

This Phase II intensive level architectural survey was undertaken in conjunction with two N.C.D.O.T. projects. T.I.P. R-4458 proposes to convert the existing US 17/US 17 Business/SR 1300 (New Hope Road) at-grade intersection to an interchange (**Figures 1 and 3**). T.I.P. R-4459 proposes to convert US 17/SR 1336 (Harvey Point Road) at-grade intersection to an interchange and improve the adjacent US 17/SR 1338 (Wynne Fork Road) intersection (**Figures 2 and 4**). Mattson, Alexander and Associates, Inc. of Charlotte, North Carolina, prepared this report for the North Carolina Department of Transportation, Raleigh, North Carolina. Richard L. Mattson and Frances P. Alexander served as the principal investigators, and the work was undertaken in December 2004.

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 for, 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 *Section 106 Procedures and Guidelines* (N.C.D.O.T., October 2003).

Federal regulations also require that the area of potential effects (A.P.E.) for the undertaking be determined. The A.P.E. is defined as the geographical area, or areas, within which a federal undertaking may cause changes to the character or use of historic properties, if such properties exist. The A.P.E. for the two projects are depicted on U.S. Geological Survey topographical maps (see **Figures 5 and 6**).

The A.P.E. is based primarily on the relationship of the projects to both natural and manmade boundaries. For R-4458, the A.P.E. is defined by dense woodland on the west and north sides of US 17, rolling, agricultural fields on the east side of this highway, and residential development along US Business 17 on the southwest side. Along the east side US 17, the A.P.E. extends into the western edge of the rural Old Neck Historic District (National Register 1996). For R-4459, wooded areas along Raccoon Creek and its tributaries mark much of the western and southern boundaries of the A.P.E., buffering the project from historic resources to the south, notably the John O. White House (Study List 1982) on the west side of U.S. 17. Woodlands and agricultural fields define the east side of the A.P.E., where farmsteads continue to characterize this small, rural peninsula known as Harvey's Neck. The northern boundary of the A.P.E. is defined by woodlands along the Perquimans River and modern commercial development along Church Street, which leads into Hertford from the southeast.



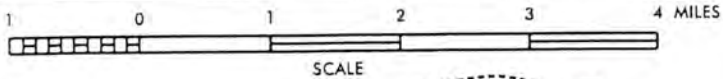
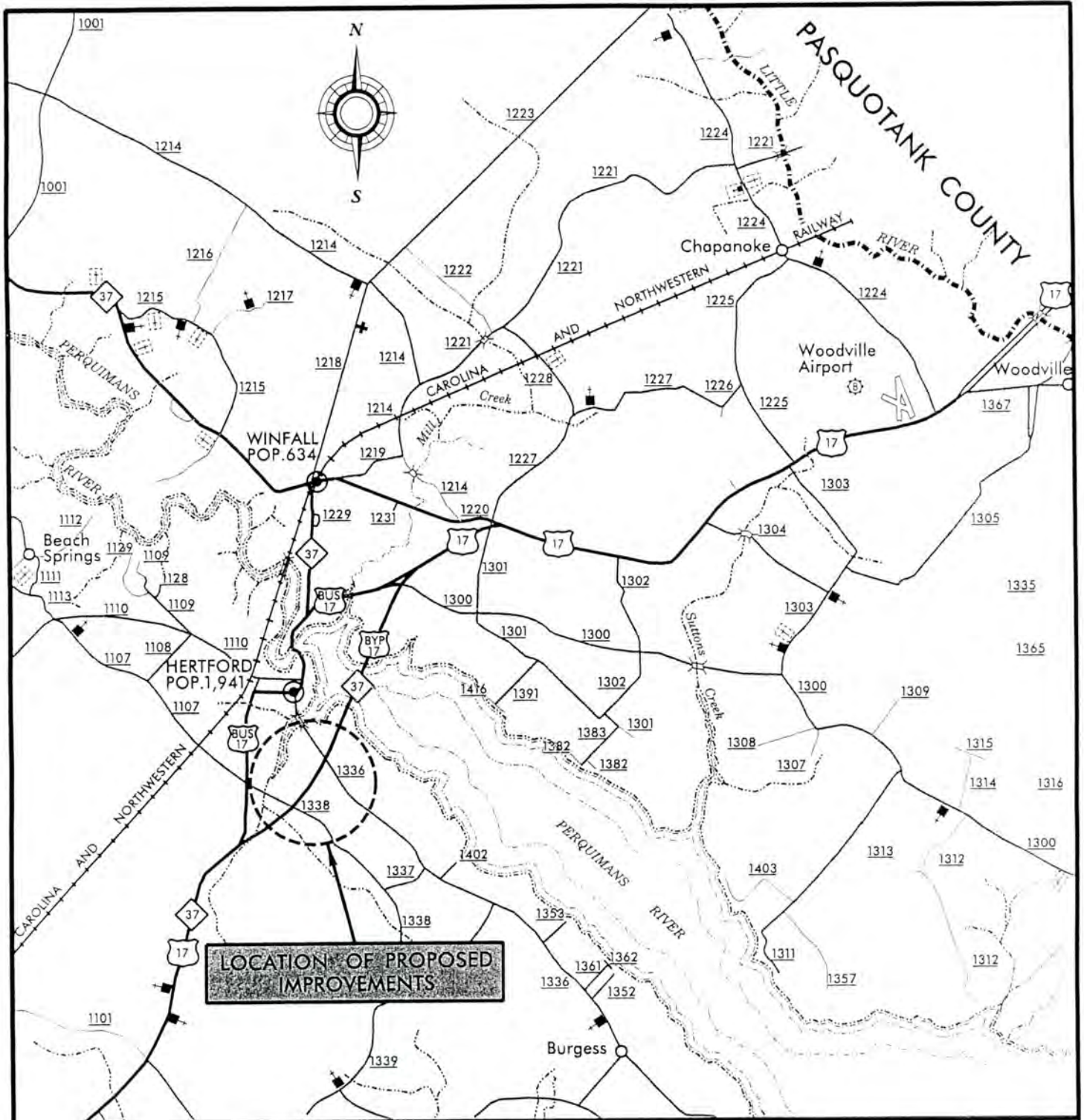
North Carolina Department of Transportation
Project Development and
Environmental Analysis Branch



PERQUIMANS COUNTY
PROPOSED INTERCHANGE AT
US 17/BUSINESS US 17 &
SR 1300 (NEW HOPE ROAD)

T.I.P. No. R-4458

FIGURE 1



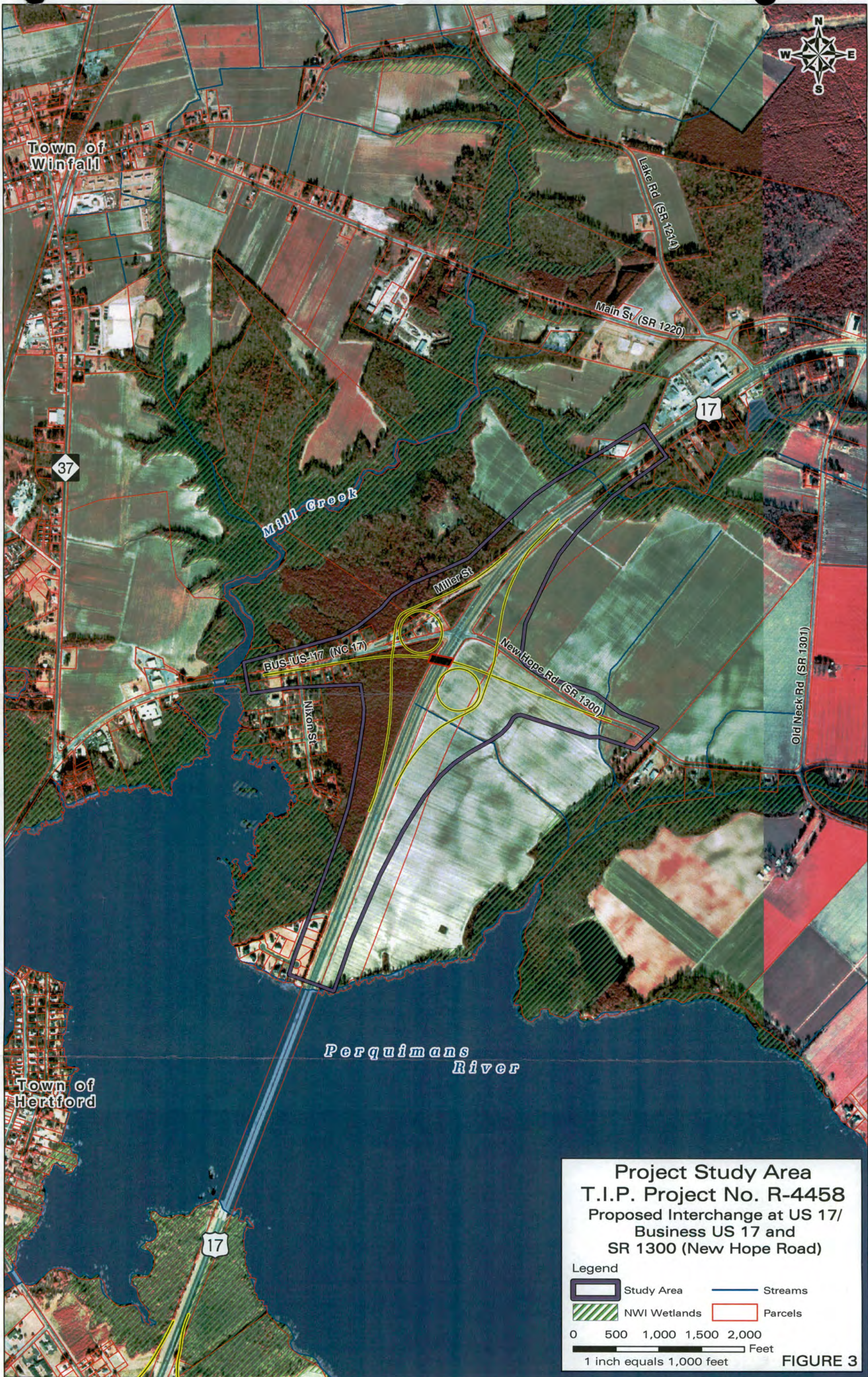
North Carolina Department of Transportation
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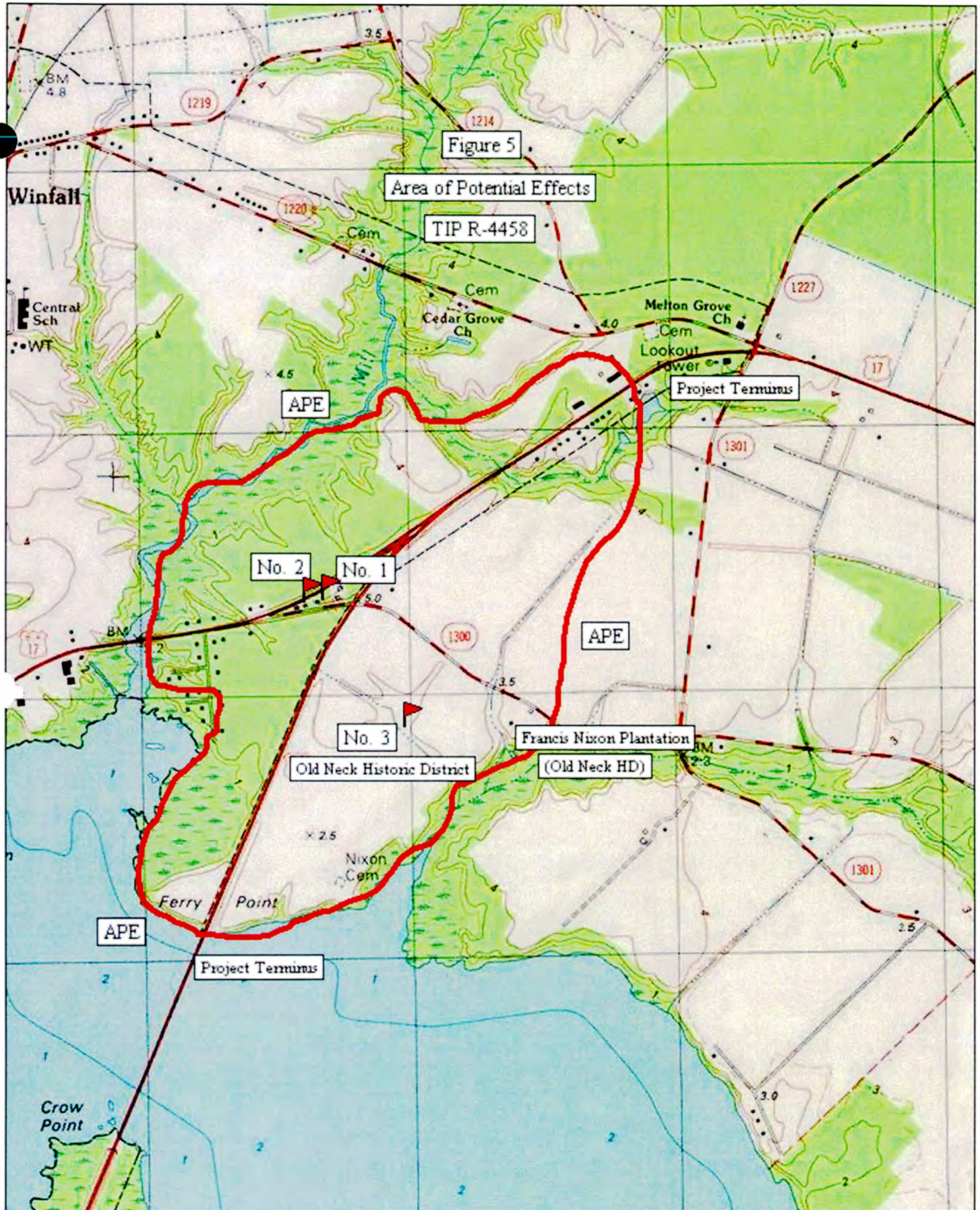
PERQUIMANS COUNTY
PROPOSED INTERCHANGE AT
US 17/SR 1336 (HARVEY POINT ROAD)
& IMPROVEMENTS TO SR 1338
(WYNNE FORD ROAD)

T.I.P. No. R-4459

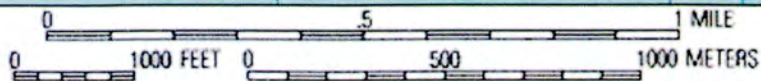
Figure 2



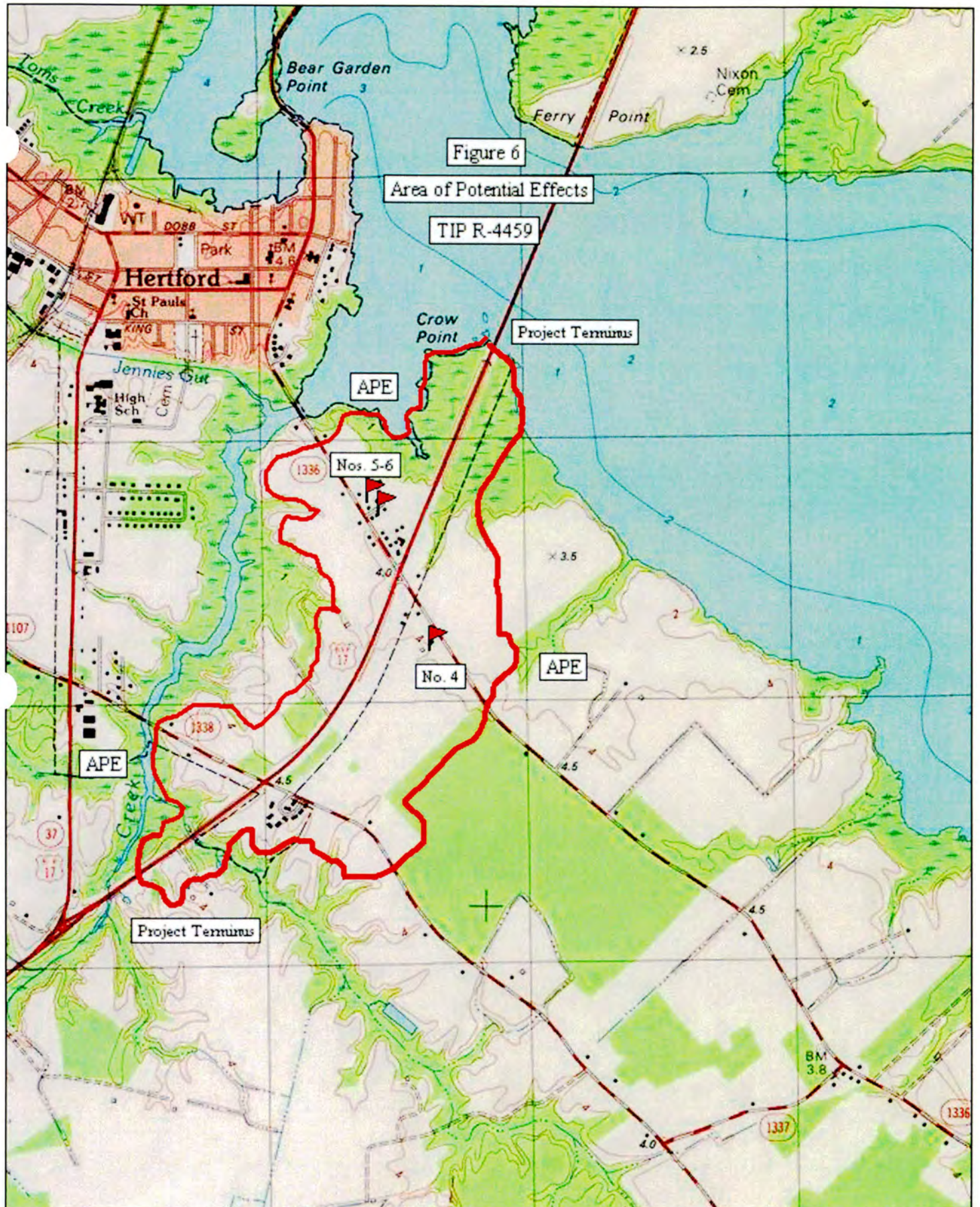




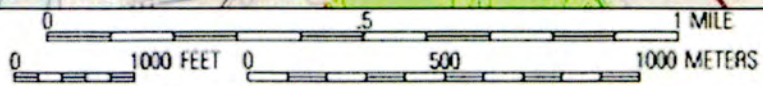
MN TN
10 1/2°



Map created with TOPO!® ©2003 National Geographic (www.nationalgeographic.com/topo)



MN * TN
10 1/2°



Map created with TOPO!® ©2003 National Geographic (www.nationalgeographic.com/topo)

III. PHYSICAL ENVIRONMENT

The projects R-4458 and R-4459 are located around the eastern and southeastern outskirts of Hertford, the county seat of Perquimans County. This small town was incorporated in 1758 and blossomed with the arrival of the Elizabeth City and Norfolk Railroad in 1881. Its historic core is located outside the A.P.E. for both projects. Hertford is sited at the narrows of the Perquimans River, and the river and smaller wooded tributaries (e.g. Raccoon Creek) define portions of the A.P.E. The community of Winfall is located north of Hertford and beyond the A.P.E. for both projects. Winfall began as a crossroads community and shipping point near the Perquimans River, and later developed with the coming of rail travel after 1881. The Perquimans River bisects the county and as a navigable waterway feeding into Albemarle Sound played a vital role in the area's development. Project TIP R-4458 is located north of the river in Durant's Neck, while R-4459 stands south of the river in a peninsula known as Harvey's Neck. Both of these areas were named for early settlers and by the antebellum decades were characterized by sizable plantations oriented to the river and the sound. The landscapes around the two projects remain characterized by agricultural fields and woodlands drained by wetlands and waterways. For R-4459, land uses adjacent to the existing intersection at U.S. 17 and Harvey Point Road (SR 1336) include modern gas stations, restaurants, and retail stores and businesses. A modern commercial strip shopping center stands at the southeast corner of the intersection.

The western end of the Old Neck Historic District (National Register 1996) is bounded by US 17 within the A.P.E. for R-4458. The John O. White House (Study List 1982), a late-nineteenth-century farmhouse stands on the northwest side of U.S. 17, south of the A.P.E. for R-4459. The ca. 1730 Newbold-White House (National Register 1971) stands approximately one-half mile east of the R-4459 A.P.E.

IV. METHODOLOGY

This Phase II architectural survey was conducted as part of the planning for the proposed widening of S.R. 1184 at the northern outskirts of Waynesville in Perquimans County. 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 *Section 106 Procedures and Guidelines* (N.C.D.O.T., October 2003).

The survey was conducted with the following goals: 1) to determine the area of potential effects (A.P.E.), which is defined as the geographic area or areas within which a project may cause changes to the character or use of historic properties, if any such properties exist; 2) to identify all resources at least fifty years of age within the A.P.E.; and 3) to evaluate these resources according to National Register of Historic Places criteria. The geographical context for evaluating the architectural resources identified during this project was Perquimans County. The field survey was conducted in December 2004 to delineate the A.P.E. and to identify all resources within the A.P.E. that appear to have been built before 1955. One hundred percent of the A.P.E. was surveyed.

During the research phase, the architectural survey files of the North Carolina State Historic Preservation Office in Raleigh were searched to identify National Register, Study List, and other previously surveyed properties located in or around the study area. In 1982, Dru Gatewood Haley and Raymond A. Winslow completed an historic resources inventory of Perquimans County, which culminated in the publication, *The Historic Architecture of Perquimans County, North Carolina*. This work provided architectural and historical contexts for the present study. Alan Watson's 1987 county history, *Perquimans County, A Brief History*, also offered historical background information.

Following the historical research phase, a preliminary field survey of the A.P.E. was conducted to identify all resources at least fifty years of age. A preliminary presentation of findings was then submitted to N.C.D.O.T. for review. Subsequently, the principal investigators conducted an intensive field survey of those resources that were determined to merit intensive evaluation. For each of these resources the following information and supporting materials were provided: physical description and evaluation of integrity; photographs of the exterior and interior (where permitted); site plan; and historical background information. In addition, for those resources considered eligible for the National Register, proposed boundaries were depicted on local tax maps.

V. HISTORICAL BACKGROUND

Early Settlement to the Civil War

The history of Perquimans County is intimately tied to the water. Located along the broad Albemarle Sound in the Tidewater of North Carolina, its growth was linked to the watercourses that divide the county and drain the land. The rivers and sound provided access to markets and the swamp tracts along the rivers and at the southern edge of the Dismal Swamp contained great stands of cypress, juniper, and oak that were cut for barrel staves and shingles. On the adjacent high lands grew longleaf pines that provided valuable lumber and naval stores (tar, pitch, and turpentine). When drained, swamplands offered up productive farmland for grains and cotton. The Perquimans River bisects the county, and the county's only two incorporated towns, Hertford and Winfall, arose as shipping points at the narrows of the Perquimans (Haley and Winslow 1982: 1-2).

White settlers, including numerous Quakers, migrated into this riparian region from Virginia, northern colonies, and England during the late seventeenth and early eighteenth centuries. Along Albemarle Sound and the rivers flowing into it they cleared land for farms and plantations. Between 1663 and 1729, the Lords Proprietors issued 287 land grants for tracts in Perquimans Precinct (changed to Perquimans County in 1738). Surviving 1717 tax records reveal some 186 landowners, of which over half owned less than 600 acres. Just eleven landowners possessed more than 1,000 acres. Most farmers raised grains and livestock mainly for household consumption, but also grew tobacco, drove surplus heads of cattle and hogs to Virginia markets, and exported corn, wheat, and wood products (Haley and Winslow 1982: 2-4; Watson 1987: 8-9).

After the Lords Proprietors relinquished North Carolina to royal control in 1729, greater political control encouraged social order and population growth. The number of residents in Perquimans County climbed from 400 in 1720 to 1,793 in 1772, and the tangible symbols of social stability and economic progress increased. A frame courthouse was built at Phelps Point (renamed Hertford in 1758) about 1730, replaced by a larger, brick, Federal-style building in 1825. By the 1750s the young county seat also included a jail, an inn, and a tobacco warehouse. During this same period, new Quaker and Anglican churches were constructed for growing congregations in Durant's Neck, Old Neck, and along Sutton's Creek. The county became a center of the Quaker faith in the eighteenth century, where the Society of Friends created the first religious organizations in the colony. By the early decades of the nineteenth century, many rural settlements took shape around Quaker meeting houses and other churches. The community of Woodville developed around Little River Friends Meeting House, and Newby's Bridge (later Belvidere) arose near Piney Woods Meeting House and a mill beside the Perquimans River. The Baptist church at Bethel (south of the A.P.E.) and the Methodist church at New Hope were both focal points for rural, agrarian communities that grew up in the antebellum period (Merrens 1964: 120-122; Haley and Winslow 1982: 13-15, 23; Bishir and Southern 1996: 111-112).

Just west of the A.P.E., the county seat of Hertford prospered in the early nineteenth century. Although Roanoke Inlet was shoaled up and closed in 1795, a longer trade route from the Albemarle to the open sea still remained opened around Ocracoke Inlet. Moreover, 1828 improvements to the Dismal Swamp Canal, which linked the Pasquotank River to the Elizabeth River in Virginia and ultimately to Chesapeake Bay, provided a more direct line from Perquimans to deepwater ports. Hertford thus thrived as the county's political and trading center, and as a marshalling point for goods shipped to and from the canal. By the Civil War, Hertford contained a thriving commercial core along Market and Grubb streets, nearby blocks of houses, large

churches, and an academy (Haley and Winslow 1982: 135-137; Bishir and Southern 1996: 111-112; Watson 1987: 52-54).

In common with the region as whole, most farmers in the county had small holdings and possessed few or no slaves. At the eve of the Civil War, nearly one-third of county farms contained between twenty and fifty acres, and one-quarter held between 100 and 500 acres. Just twenty-nine landholdings exceeded 500 acres, and only five were larger than 1,000 acres (Haley and Winslow 1982: 21-22; Merrens 1964: 71-74).

However, the early nineteenth century also witnessed the consolidation of some farms into larger tracts, as smaller landowners left the county in search of fertile and cheap lands in the western territories. Many of these farmers were Quakers who quit Perquimans for free states and territories. While small landholdings continued to dominate the county, a coterie of influential planters related by family connections also appeared, and a collection of sizable plantations such as Land's End, Cove Grove, and Stockton developed around Old Neck, Durant's Neck, Harvey's Neck, and Woodville. These plantations relied on large numbers of enslaved African labor, and by 1860 slaves made up half of the population of the county. In Durant's Neck, the Land's End estate exemplified the antebellum plantations of Perquimans County and the Albemarle region. Built ca. 1830 for Colonel James Leigh, the plantation seat is a prominent two-story, brick, Greek Revival residence with a regional two-tier piazza engaged under the sloping side-gable roof. During its heyday before the Civil War, the estate consisted of 1,300 improved acres worked by seventy-seven slaves. The plantation produced quantities of corn and wheat for export, and marketed cattle, sheep, and swine (Haley and Winslow 1982: 21-22, 50-51, 56; Merrens 1964: 71-74; Bishir and Southern 1996: 112-117; Watson 1987: 44, 55-60).

As throughout this region, the export of wood products, especially naval stores, staves, and shingles, were integral parts of the economy. One sawmill owned by Alphonzo White in Parkville Township ran on a part-time basis for three months each year producing some 100,000 feet of lumber and 300,000 shingles. Shad and herring fisheries appeared along the Albemarle shore, and local waterways included anchorages at private landings where ships from northern and West Indian ports traded manufactured goods for naval stores, oak hogshead staves, shingles, and barrels of Indian corn, whole herrings, and shad (Haley and Winslow 1982: 23).

Civil War to the Present

During the Civil War, Union General E. A. Wild commanded a destructive raid through the county in December, 1863, and Union sympathizers, known as Buffaloes, periodically engaged in acts of thievery and terrorism. But as throughout the region, the greatest impact of the war was its aftermath. With the abolition of slavery and the shortage of manpower because of the casualties of war, landowners subdivided their holdings either for sale or tenancy. Between 1870 and 1880, the number of farms in the county more than doubled from 491 to 1,016, while tenants and sharecroppers constituted roughly half of all farmers. By 1920, the number of farmsteads had reached 1,462, of which 762 were operated by families who leased the land or worked on shares (Watson 1987: 77-86; Haley and Winslow 1982: 55-56; U.S. Department of Commerce 1910).

The arrival of railroads had a major effect on postwar Perquimans. The 1881 arrival of the Elizabeth City and Norfolk Railroad (later Norfolk and Southern) opened the county to the larger world and gave farmers a faster and more direct route to distant markets. The line connected Hertford with the port of Norfolk, Virginia, and created a series of small railroad stops across the county: Chapanoke, Benbury, Winfall, and Yeopin. In 1902, the Suffolk and Carolina Railway built a line through the northern tier of the county to join Elizabeth City on the Pasquotank River with Suffolk, Virginia. Small depots were constructed at Nicanor and Parkville. Improved

transportation boosted cash-crop agriculture, and truck farming, peanuts, soybeans, tobacco, and cotton became mainstays of the economy. Local farmers produced 9,500 acres of cotton in 1910 and nearly twice that number by the end of the 1920s. Tobacco production skyrocketed from 400 acres in 1880 to 40,870 pounds by the eve of the Great Depression (Haley and Winslow 1982: 56; Watson 1987: 97; U.S. Department of Commerce 1910).

The railroads were also a catalyst for commercial timbering, as large, speculative lumber companies moved into Perquimans to build sawmills alongside the tracks and venture into the county's last isolated areas. Between 1898 and 1916, eight lumber firms were incorporated in Perquimans County. Three of the earliest large mills were the Fleetwood Company and Albemarle Lumber Company in Hertford and the Major and Loomis Company near Winfall. In 1891, the *Perquimans Record* observed that the new Fleetwood mill was "a fine saw mill with a capacity of 40,000 feet of lumber per day with ample dry kilns and capacity for handling same in the most modern style." Both the Albemarle and the Major and Loomis mills operated band saws and planing mills capable of making a great variety of wood building products. By the late 1890s, lumber companies were building narrow-gauge tramways into the more remote reaches of the county. Trees were felled and hauled out of the woods by mules to tramways, where they were transported by small steam locomotives to railroad sidings. Steadily, wooded sections were cleared and converted to "improved" agricultural land. Between 1870 and 1920, census records showed "unimproved" land in the county plummeting from 75,000 acres to 38,000 acres, as woodlands became farmland (Haley and Winslow 1982: 57-58; Branson 1890; *North Carolina Year Book* 1902, 1905; Watson 1987: 101-102).

The booming lumber industry attracted great numbers of both skilled and unskilled workers to the county's sawmilling centers. Hertford's population nearly tripled between 1890 and 1896, rising from 765 residents to 2,000. The town's unprecedented growth gave rise to new, fashionable houses, brick commercial blocks, and churches, as well as to streets of worker housing. At the turn of the twentieth century, Hertford owned and operated the first electrical plant in the county, and in 1916, Farmers National Bank was organized in the county seat. Economic expansion engendered social progress. In 1892, Hertford included a private black academy, which had been financed by the African American community in 1892. By 1897, the county contained twenty-two public white schools and nineteen public schools for African Americans. Also in 1897, a new steel-truss and wood bridge was constructed over the Perquimans River to Hertford. In 1928 that bridge was replaced with a modern steel-truss and concrete span (Watson 1987: 102-103).

As the twentieth century progressed, the advent of automobile travel and concomitant improvements to bridges and roads increased mobility throughout the county. 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. U. S. Highway 17, the "Ocean Highway," was completed across the county in 1925, linking both Winfall and Hertford to the other principal towns and cities in the region. By the end of the decade, paved N.C. 321 extended northwest from Winfall through Belvidere, and across both Chowan and Gates counties (Lefler and Newsome 1954: 530-533; Watson 1987: 102; *North Carolina Highway Map* 1930).

By the Great Depression lumbering declined significantly as the last major stands of hardwoods and pines were cut over. Moreover, typical of the region as a whole, plummeting cotton prices and the devastation caused by the boll weevil in the 1930s effectively ended cotton production after World War II. Nevertheless, the raising of small grains, livestock, peanuts, and soybeans sustained the agricultural economy during the middle and latter decades of the twentieth century. Reflecting national trends, farms grew ever larger through the consolidation of holdings, as large-

scale operations replaced smaller farms. Between 1920 and the early 1980s, the average farm size in the county rose from 59 acres to 252 acres (Watson 1987: 100-101).

The county remains agricultural and relatively isolated, its population consisting largely of those whose ancestors settled here in the eighteenth century. However, there are also clear signs of change. The establishment of the naval installation at Harvey's Point has brought newcomers and economic growth. Waterfront retirement and recreational communities have also boosted development. Picturesque Hertford has attracted retirees as well as those who commute to jobs elsewhere, particularly the nearby Norfolk metropolitan area. Although the consolidation of farms and changes in land uses have led to the abandonment and demolition of farmhouses and outbuildings, Perquimans County retains a notable collection of architectural resources spanning over two centuries. Just east of the A.P.E. on Harvey's Neck, the ca. 1730 Newbold-White House illustrates the first generation of substantial dwellings in the region, while large plantation houses, such as Land's End and Cove Grove on Durant's Neck, epitomize the county's antebellum elite. In Hertford, west of the A.P.E., stylish and well-preserved houses and commercial streets express the prosperity of railroad era and the town's current revitalization.

VI. PROPERTY INVENTORY AND EVALUATIONS

Summary

A total of six (6) resources were identified as being at least fifty years of age. One resource, the Old Neck Historic District (National Register 1996) is evaluated in the Property Inventory and Evaluations section of the report. The remaining five properties in the survey are early to mid-twentieth century houses that lack sufficient architectural or historic significance for National Register eligibility.

National Register Properties

No. 3 Old Neck Historic District (National Register 1996)

Roughly bounded by US 17, SR 1302, SR 1300, Suttons Creek, and Perquimans River Hertford vicinity, Perquimans County

Old Neck Historic District encompasses approximately 3,365 rural acres along the northeastern bank of the Perquimans River, east of US 17. The great majority of land is open, flat farmland cultivated in the antebellum period by five major plantations, which survive substantially intact. According to the 1996 National Register nomination, the district "is composed of a remarkable overlay of extant architectural fabric, transportation networks, and farming patterns. . . . Given its exceptional character and rarity within the Albemarle region and eastern North Carolina, the Old Neck Historic District is important to both North Carolina and Perquimans County. Oriented to both Albemarle Sound and the Perquimans River, the district provides a rare insight into important nineteenth-century settlement patterns in the Albemarle region. Today, the historic district holds a well-preserved cross section of both domestic architecture and farm outbuildings that extends from the early nineteenth century to the mid-twentieth century. The largest plantations seats include the Fletcher-Skinner-Nixon House, Cove Grove, the Thomas Nixon House, and the William Jones House. The district also holds a group of smaller farmsteads that reflect the subdivision of larger estates in the late nineteenth and early twentieth centuries.

Within the A.P.E., the historic district includes the Francis Nixon House (ca. 1818, enlarged ca. 1821 and ca. 1835), which is a contributing resource. It is sited on the south side of SR 1300, southeast of US 17, and the current 152-acre Nixon family farm tract is bounded by US 17 to the northwest. According to the National Register nomination, this tract has remained little changed since the at least the late nineteenth century. The Nixon House, states the nomination, "is the best example found in Perquimans County of the continued enlargement of an early nineteenth century dwelling to fit the increasing social and economic needs of a family at the beginning of the antebellum period. . . . Modest in scale and form, this house is highly representative in detail of Federal-style frame dwellings typically built during the first quarter of the nineteenth century for small plantation owners in Perquimans County." The Nixon property survives essentially unchanged since the 1996 nomination.

The Old Neck Historic District remains eligible for the National Register under the nominated Criteria A and C for agriculture, architecture, and social history. The boundaries of the district are depicted in the map prepared for the nomination. Along US 17, the boundary follows the highway right-of-way (**Figure 7**).



Plate 1. Old Neck Historic District.



Plate 2. Old Neck Historic District, Fletcher-Skinner-Nixon House, Looking North.



Plate 3. Old Neck Historic District, Francis Nixon Plantation, House, Looking South.



Plate 4. Old Neck Historic District, Francis Nixon Plantation, Overall View, Looking East From U.S. 17.



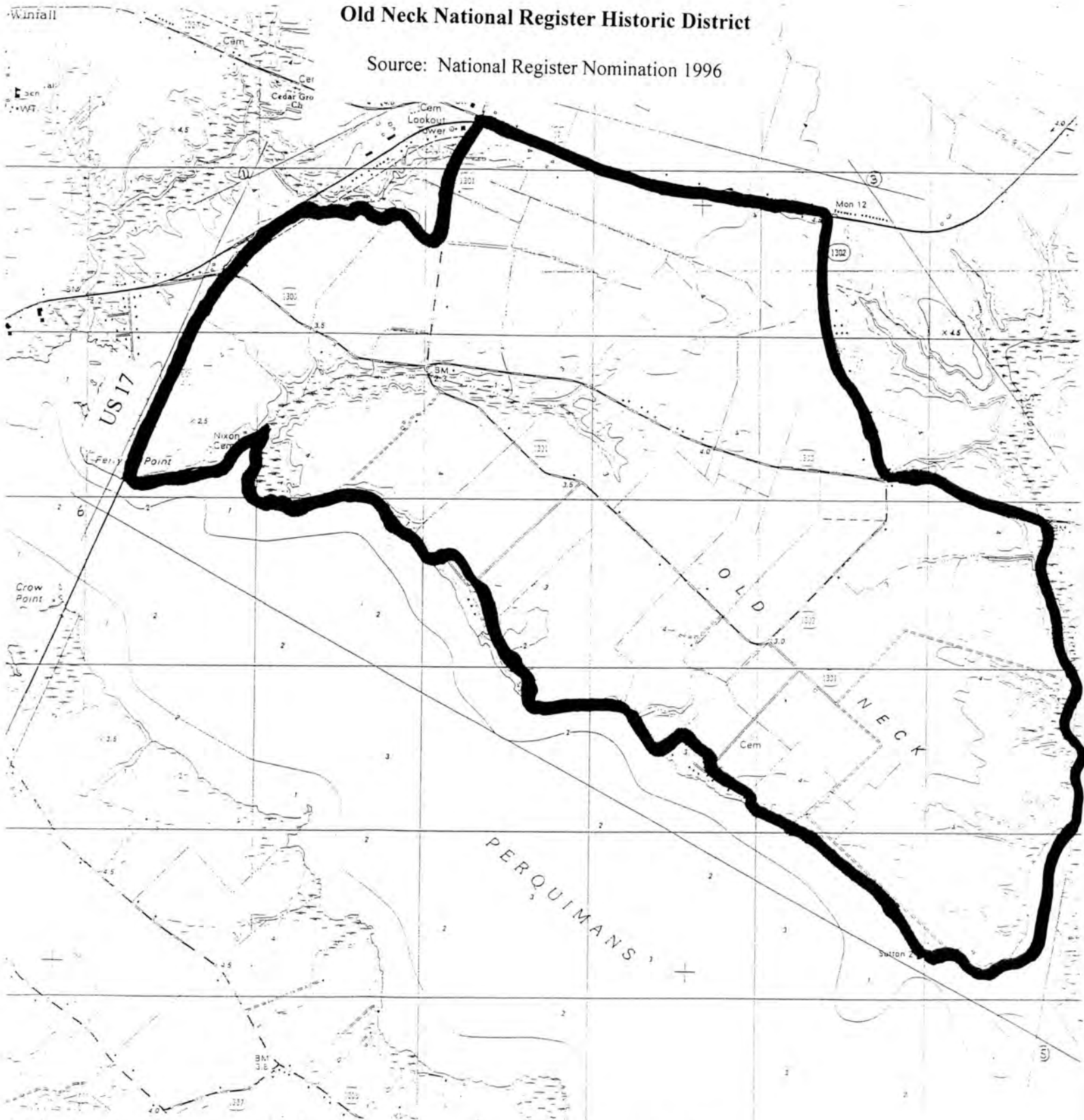
Plate 5. Old Neck Historic District, Francis Nixon Plantation, View Along U.S. 17 Right-of-Way, Looking South.

N

Figure 7

Old Neck National Register Historic District

Source: National Register Nomination 1996



Old Neck Historic District

Perquimans Co.

Northings

Eastings

Hartford Quadrangle

400 79250

369 750

UTM Zone 17

NR

400 8560

371 185

400 7915

373 620

400 5680

375 165

400 2770

374 665

400 5925

319 010

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APPENDIX A

**Photographic Inventory and Evaluations
Concurrence Form**



No. 1 House



No. 2 House



No. 4 House



with fence



No. 5 House



No. 6 House



No. 3. Old Neck Historic District.



No. 3. Old Neck Historic District, Fletcher-Skinner-Nixon House, Looking North.



No. 3. Old Neck Historic District, Francis Nixon Plantation, House, Looking South.



No. 3. Old Neck Historic District, Francis Nixon Plantation, Overall View, Looking East From U.S. 17.



No. 3. Old Neck Historic District, Francis Nixon Plantation, View Along U.S. 17 Right-of-Way, Looking South.

CONCURRENCE FORM FOR PROPERTIES NOT ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES

Project Description: Proposed interchanges @ US 17, US 17 Business and SR 1300 and US 17, SR 1336, and SR 1338, near Hertford and Winfall

On February 8, 2005, representatives of the

- North Carolina Department of Transportation (NCDOT)
- Federal Highway Administration (FHWA)
- North Carolina State Historic Preservation Office (HPO)
- Other

Reviewed the subject project at

- Scoping meeting
- Historic architectural resources photograph review session/consultation
- Other

All parties present agreed

- There are no properties over fifty years old within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are properties over fifty years old within the project's Area of Potential Effects (APE), but based on the historical information available and the photographs of each property, the property identified as 1-2, 4-6 is considered not eligible for the National Register and no further evaluation of it is necessary.
- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- All properties greater than 50 years of age located in the APE have been considered at this consultation, and based upon the above concurrence, all compliance for historic architecture with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.
- There are no historic properties affected by this project. (*Attach any notes or documents as needed*)

Signed:

Mary Pope
Representative, NCDOT

Feb. 8, 2005
Date

FHWA, for the Division Administrator, or other Federal Agency

Date

Frank D. [Signature]
Representative, HPO

2/8/05
Date

Renee Hedrick-Easley
State Historic Preservation Officer

2-8-05
Date

If a survey report is prepared, a final copy of this form and the attached list will be included.