



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

April 21, 2006

MEMORANDUM

TO: Marc Hamel  
NCDOT- Rail Division

FROM: Peter Sandbeck *PSS for Peter Sandbeck*

SUBJECT: Phase II Architectural Resources Survey Report, Haw River Siding and Main Line Relocation,  
P-34140, Alamance County, CH 05-~~1734~~  
1784

Thank you for your letter of April 11, 2006, transmitting the survey report by France P. Alexander of Mattson, Alexander and Associates, INC., for the above project.

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

- *AM238* Dr. Edward C. Laird House, north side of Graham Road (NC 49), 0.1 mile W of Jones Court, Haw River vicinity, is eligible for the National Register under Criterion C for architecture. The house ranks among the best examples of the Queen Anne domestic architecture in Alamance County.

We concur with the National Register boundary as described and justified in the report. The property includes the tree shaded setting and adjacent carriage house, which contribute to the historic property.

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 because they no longer retain integrity and (or) are not historically or architecturally significant.

- *AM 2421* Voorhees Manufacturing Company, south side railroad tracks and Cannon Street at Pomeroy Street, Graham, Alamance County.
- *AM185* Southern Railway Bridge, carrying railroad tracks over NC 49 just south of junction with US 70, Haw River, Alamance County.

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HISTORIC PRESERVATION

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

April 11, 2006

MEMORANDUM

TO: Peter Sandbeck, Administrator  
State Historic Preservation Office  
North Carolina Department of Cultural Resources  
507 North Blount Street  
Raleigh, North Carolina

FROM: Marc L. Hamel  
Rail Project Development Engineer

*Marc L. Hamel*

*[Handwritten initials]*

SUBJECT: Graham - Haw River Siding and Main Line Relocation,  
Alamance County, WBS 39364, TIP P-34140, CH 05-1734

*Ref # 1784*

*Sarah*  
*S -*

Dear Mr. Sandbeck:

*DUE 5/4/06*

Thank you for your letter of September 13 2005 concerning the subject project used in the preparation of this document.

Enclosed is a Phase II Architectural Resources Survey prepared by Mattson, Alexander and Associates for your review. Following your review, we would like to set up a meeting with your staff to discuss the effects of the project on historic properties in the area.

If you have any questions concerning the project, please do not hesitate to contact me at (919) 733-7245, extension 270. Please include the TIP Project Number in all correspondence and comments.

Cc: Mary Pope Furr

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**PHASE II  
ARCHITECTURAL RESOURCES SURVEY REPORT**

**GRAHAM-HAW RIVER SIDING AND MAIN LINE RELOCATION  
ALAMANCE COUNTY, NORTH CAROLINA**

**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
T.I.P. NO. P-34140**

**Prepared for:**

**The LPA Group of North Carolina, P.A.  
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**Prepared by:**

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**19 December 2005**

**MATTSON, ALEXANDER AND ASSOCIATES, INC.**

*Frances P. Alexander*  
\_\_\_\_\_  
**Frances P. Alexander, M.A.**

*19 Dec. 2005*  
\_\_\_\_\_  
**Date**

\_\_\_\_\_  
**Richard L. Mattson, Ph.D.**

\_\_\_\_\_  
**Date**

\_\_\_\_\_  
**N.C.D.O.T.**

\_\_\_\_\_  
**Date**

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## MANAGEMENT SUMMARY

This North Carolina Department of Transportation (N.C.D.O.T.), Rail Division project is entitled, *Graham-Haw River Siding and Main Line Relocation from Pomeroy Street in Graham to N.C. 49 in Haw River, Alamance County*. The T.I.P. Number is P-34140. The Rail Division of N.C.D.O.T. proposes to improve a segment of the rail line between Pomeroy Street in Graham to N.C. 49 in Haw River. The improvement would consist of a new siding extending from Pomeroy Street to N.C. 49. Two alternatives are being considered for the siding. One alternative would lie north of the main line tracks, and the other alternative would consist of a line running south of the current track alignment. Both alternatives would be constructed within the existing railroad right-of-way. The proposed project would also include straightening the curve at Pomeroy Street and relocating the main line at the eastern end of the project area. Two alternatives are being considered for the relocation of the main line. Alternative No. 1 would provide a straight connection from the curve west of Jones Street to the N.C. 49 overpass; under the second alternative, the tracks would be relocated to a position between the existing tracks and Alternative No. 1. The location of the proposed rail improvement project is depicted in **Figure 1**.

This architectural survey was conducted in order to identify any 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 (36 C.F.R. 800). Federal regulations require governmental 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. 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 project area and a field survey of the A.P.E. The field survey was conducted to delineate the A.P.E. of the proposed railroad improvement and to identify all properties within this area that were built prior to 1956. The surveyed resources and the boundaries of the A.P.E. are shown on U.S. Geological Survey (U.S.G.S.) topographical maps (**Figure 2**). One hundred percent of the A.P.E. was surveyed.

Within the A.P.E., three (3) resources were identified as being at least fifty years of age. The Voorhees Manufacturing Complex (No. 1), a 1902 cotton mill, the Dr. Edward C. Laird House (No. 2), a ca. 1890 Queen Anne residence, and the Southern Railway Bridge, a 1920s concrete bridge, are evaluated at the intensive level in the Property Inventory and Evaluations section of the report. Of the three, only the Dr. Laird House is recommended as eligible for the National

Register.

Page No.

Properties Listed in the National Register

None

Properties Listed in the North Carolina Study List

None

Properties Previously Determined Eligible for the National Register

None

Other Properties Evaluated Intensively and Considered  
Eligible for the National Register

No. 2            Dr. Edward C. Laird House            18

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

No. 1            Voorhees Manufacturing Company            12

No. 3            Southern Railway Bridge            27

Other Properties Evaluated and Considered Not Eligible for the National Register

None

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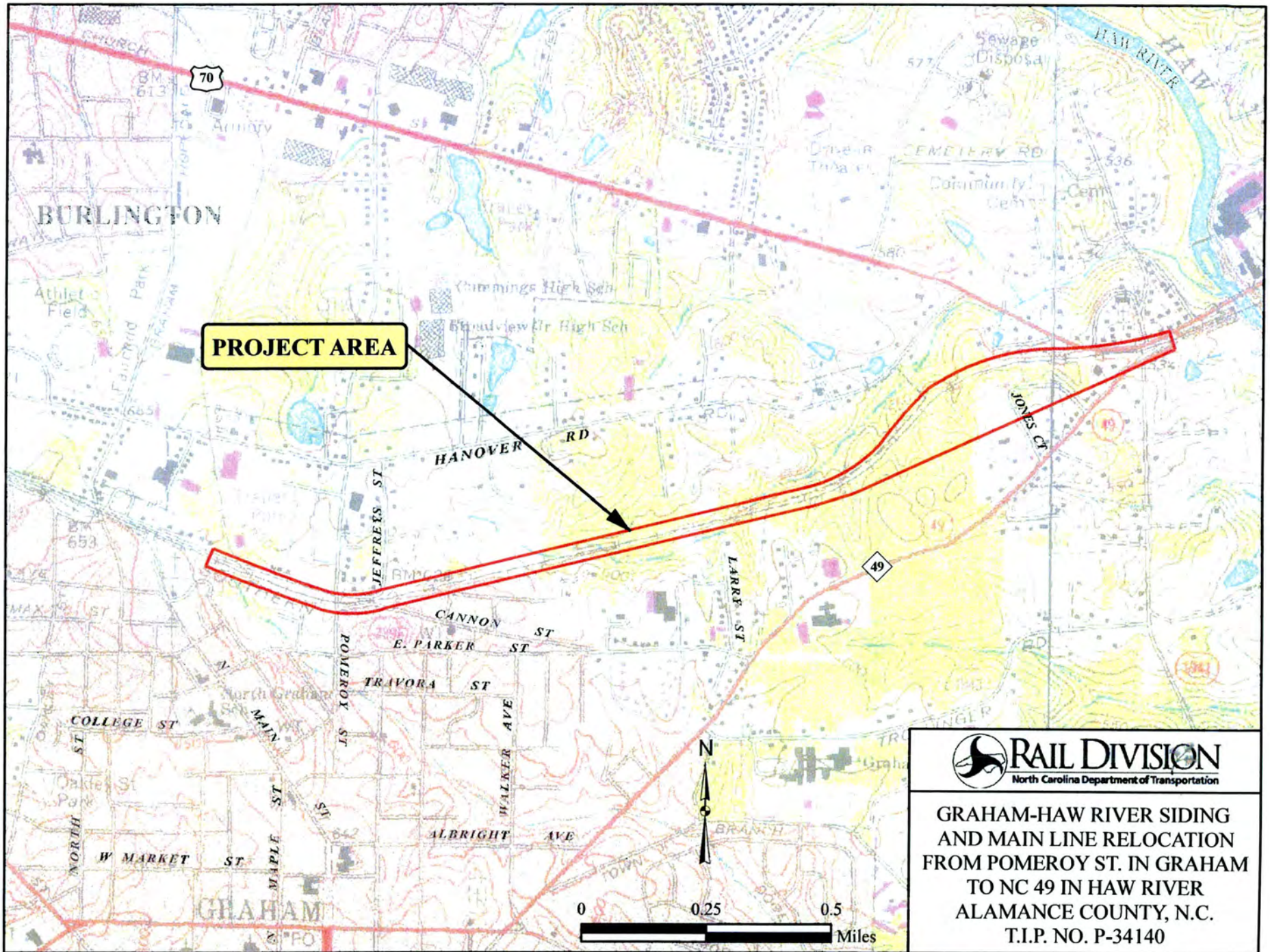
## II. INTRODUCTION

This Phase II (intensive level) architectural survey was undertaken in conjunction with the proposed North Carolina Department of Transportation, Rail Division project, *Graham-Haw River Siding and Main Line Relocation from Pomeroy Street in Graham to N.C. 49 in Haw River, Alamance County*. The T.I.P. Number is P-34140. N.C.D.O.T. proposes to improve a segment of the rail line extending from Pomeroy Street in Graham to N.C. 49 in Haw River. The improvement would consist of a new siding extending from Pomeroy Street to N.C. 49. Two alternatives are being studied for the siding. Alternative No. 1 would be constructed on the north side of the main line and would provide a straight connection from the curve west of Jones Street to the N.C. 49 overpass. The second alternative would be built on the south side of the tracks. Both alternatives would be situated within the existing railroad right-of-way. The proposed project would also include straightening the curve at Pomeroy Street and relocating the main line at the eastern end of the project area. Two alternatives are being considered for the relocation of the main line. Alternative No. 1 would provide a straight connection from the curve west of Jones Street to the N.C. 49 overpass; under the second alternative, the tracks would be relocated to a position between the existing tracks and Alternative No. 1. The location of the proposed railroad improvement project is depicted in **Figure 1**. Mattson, Alexander and Associates, Inc. of Charlotte, North Carolina, prepared this report for the Rail Division of North Carolina Department of Transportation, Raleigh, North Carolina. Frances P. Alexander and Richard L. Mattson served as the principal investigators, and the work was undertaken in May 2005.

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. is depicted on U.S. Geological Survey (U.S.G.S.) topographical maps (**Figure 2**).

The A.P.E. is based on the relationship of the project area to both natural and manmade boundaries. At the west end of the project, where improvements to the railroad are occurring within the existing rail right-of-way, the A.P.E. follows the rail line, encompassing the heavily altered, ca. 1900 Voorhees Manufacturing Company (No. 1) on the south side of the tracks. The existing rail line continues east of the mill on a below grade level alignment. In this area, the A.P.E. follows the railroad right-of-way. To the east, where the existing rail line arches northward and the relocation of the line is proposed, the A.P.E. broadens to encompass dwellings south of the existing route and north of Graham Road (N.C. 49). At the east end of the project, the north side of the A.P.E. is defined by U.S. 70-A which buffers the rail project from the textile mill community to the north. The Haw River marks the east side of the A.P.E., and the wooded terrain along the river defines the south side of the A.P.E.



**PROJECT AREA**



**GRAHAM-HAW RIVER SIDING  
AND MAIN LINE RELOCATION  
FROM POMEROY ST. IN GRAHAM  
TO NC 49 IN HAW RIVER  
ALAMANCE COUNTY, N.C.  
T.I.P. NO. P-34140**

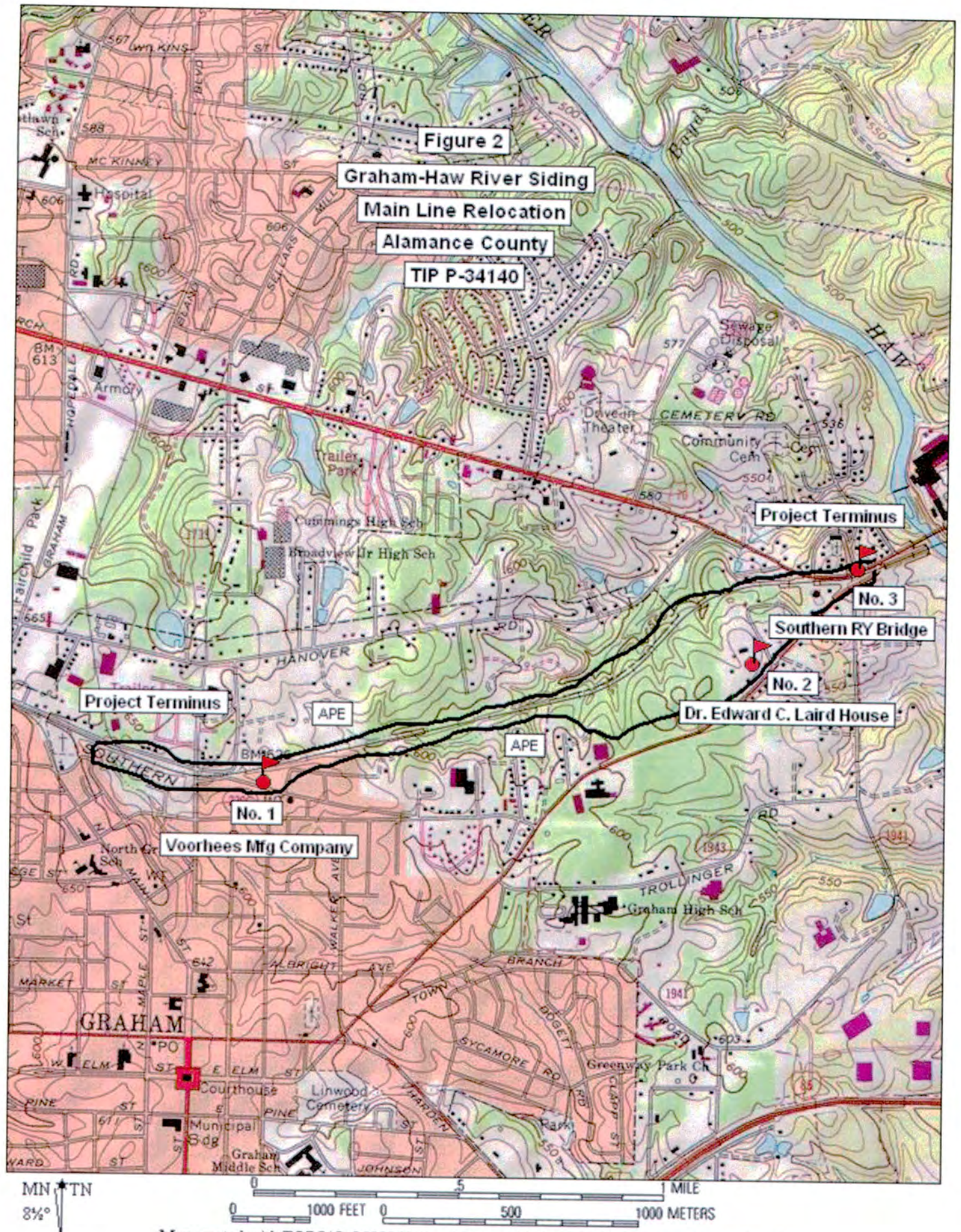


Figure 2

Graham-Haw River Siding

Main Line Relocation

Alameda County

TIP P-34140

Project Terminus

Project Terminus

No. 3

Southern RY Bridge

No. 2

Dr. Edward C. Laird House

No. 1

Voorhees Mfg Company

GRAHAM

MN ↑ TN  
8 1/2°

0 5 1 MILE  
0 1000 FEET 0 500 1000 METERS

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

### **III. PHYSICAL ENVIRONMENT**

The project is situated on the northeastern outskirts of Graham in Alamance County and extends eastward along the railroad line (originally the North Carolina Railroad and later the Southern Railway) to the Haw River. During the late nineteenth and early twentieth centuries, this section of the Piedmont attracted a host of large textile mills and mill communities, many of them under the control of the powerful Holt family. At the west end of the project, the small Voorhees Manufacturing Company appeared along the tracks in 1902. The red brick cotton mill was later acquired by the Travora Manufacturing Company (south of the A.P.E.) and was subsequently remodeled during a series of expansions and acquisitions. To the east, the project area remains rural and wooded with scattered residential development near the railroad tracks. A small number of heavily altered mill houses stand south of the A.P.E. near the Travora mill complex, and several blocks of mid- twentieth and late twentieth century dwellings are situated south of the tracks to the east near Jones Court and Minnis Street. The latter neighborhood took shape around the ca. 1890 Dr. Edward C. Laird House, an imposing and well-preserved Queen Anne residence. Located within the A.P.E, the Dr. Laird House is recommended as eligible for the National Register.

At the east end of the project area near the Haw River, a portion of a mill village associated with textile manufacturing on the east side of the river stands on the north side of U.S. 70-A (north of the A.P.E.). The riverside community of Haw River, a manufacturing center in the early twentieth century, contains the Granite Mill and the Thomas Holt Manufacturing Company complex, both established on the east side of the river (outside the A.P.E.) in the nineteenth century. The village on the east side of the river also holds a cluster of brick stores and streets of mill housing.

#### IV. METHODOLOGY

This Phase II (intensive level) architectural survey was conducted as part of the planning for the N.C.D.O.T., Rail Division project entitled, *Graham-Haw River Siding and Main Line Relocation*. The project is located in Alamance County, North Carolina, and the T.I.P. No. is P-34140. 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 as defined in 36 C.F.R. 60. The N.C.D.O.T. Phase II survey guidelines set forth the following procedures for complying with these mandates: 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; and 6) prepare a final presentation of findings.

The field survey was conducted in May 2005 to delineate the A.P.E. and to identify all resources within the A.P.E. that appear to have been built before 1956. The geographical context for evaluating the architectural resources identified during this project was Alamance County. One hundred percent of the A.P.E. was surveyed. During the research phase, the architectural survey files of the North Carolina Historic Preservation Office (H.P.O.) in Raleigh were searched to identify National Register and other previously surveyed properties located in or around the study area. A comprehensive historic architectural inventory of Alamance County was conducted in the late 1970s, which culminated in the 1980 publication, *Alamance County, Architectural Heritage* (Lounsbury 1980). Lounsbury's survey identified the Dr. Edward C. Laird House, which is located within the A.P.E. In addition, *A Guide to the Historic Architecture of Piedmont North Carolina* (2003) by Catherine W. Bishir and Michael T. Southern provided architectural and historical background data on the Graham-Haw River area.

Following the historical research phase, a preliminary field survey of the A.P.E. was conducted to identify all resources that appeared to be 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 determined and depicted on local tax maps.

Within the A.P.E., three resources were identified as being at least fifty years of age: the Voorhees Manufacturing Complex (No. 1), a 1902 cotton mill; the Dr. Edward C. Laird House (No. 2), a ca. 1890 Queen Anne dwelling; and the Southern Railway Bridge (ca. 1925). Of the three, only the Dr. Laird House is recommended as eligible for the National Register.

## V. PROPERTY INVENTORY AND EVALUATIONS

### Summary

A total of three (3) resources were identified within the A.P.E. as being at least fifty years of age. The Voorhees Manufacturing Complex (No. 1), a 1902 cotton mill, the Dr. Edward C. Laird House (No. 2), a ca. 1890 Queen Anne residence, and the Southern Railway Bridge, a 1920s concrete bridge, are evaluated at the intensive level in the Property Inventory and Evaluations section of the report. Only the Dr. Laird House is recommended as eligible for the National Register.

### Page No.

#### Properties Listed in the National Register

None

#### Properties Listed in the North Carolina Study List

None

#### Properties Previously Determined Eligible for the National Register

None

#### Other Properties Evaluated Intensively and Considered Eligible for the National Register

No. 2	Dr. Edward C. Laird House	18
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#### Other Properties Evaluated Intensively and Considered Not Eligible for the National Register

No. 1	Voorhees Manufacturing Company	12
No. 3	Southern Railway Bridge	27

#### Other Properties Evaluated and Considered Not Eligible for the National Register

None

**No. 1 Voorhees Manufacturing Company**

South side railroad tracks and Cannon Street at Pomeroy Street  
Graham, Alamance County

Physical Description and Evaluation of Integrity (Plates 1-6; Figure 3)

This complex of one and two story, brick industrial buildings is the result of numerous alterations and additions over the past century. The original two story, brick cotton mill has been heavily remodeled over time. Modern brick walls on the west elevation and northeast corner mark expansions and renovations that probably occurred in the 1960s. The banks of arched windows have also been infilled with brick, and the one story drying room building and dye house that originally stood directly east of the main mill no longer survive. Furthermore, the complex is dominated by several vast, one story, brick buildings that appear to have been built in the 1960s and that give the sprawling facility its essentially modern appearance.

Historical Background and Context

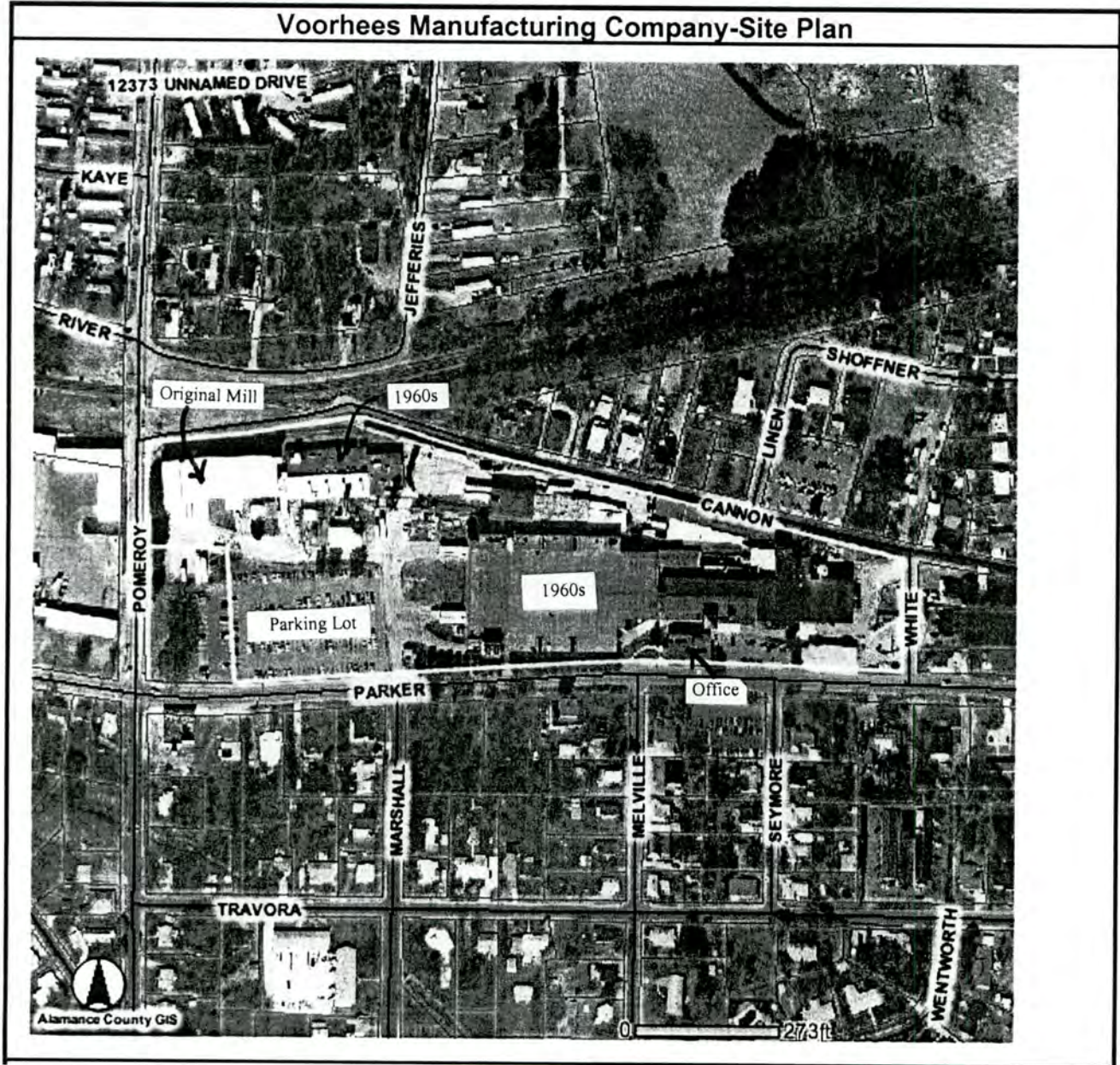
The Voorhees Manufacturing Company, a small, steam-powered textile mill with 136 looms, opened along the Southern Railway in 1902. Located at the northern outskirts of Graham, the facility was one of a host of cotton and hosiery mills that arose in Graham and across Alamance County during the late nineteenth and early twentieth centuries. In Graham, the Oneida Cotton Mill (1882), Sidney Mill (1885), Scott-Mebane Mill (1898), and the Travora Manufacturing Company (1902) were also constructed alongside the rail line at the town's northern periphery. In neighboring Burlington, between the 1880s and 1900s, the prominent Holt family, textile leaders around the Haw River region, established a number of mills alongside the tracks. By the 1920s, textile businessman, J. Spencer Love, and other investors had built new plants and had acquired and modernized existing ones to establish the powerful Burlington Mills in the city. To the east of Burlington and Graham, the village of Haw River developed as a significant textile manufacturing center in the early twentieth century, containing both the Granite Mill (1840s) and the Thomas Holt Manufacturing Company (1880s). Elsewhere along the Haw River in the 1880s, the Holts and others built cotton mills at Glencoe, Ossipee, and Altamahaw (Bishir and Southern 2003: 239-250; Lounsbury 1980: 36-43, 148).

The Voorhees plant was purchased by the Leota Cotton Mills in 1904, and by 1910, the adjacent Travora Manufacturing Company, makers of dress goods, had acquired the building for its finishing mill. Both the Voorhees and Travora facilities were subsequently extensively changed amidst a series of expansions, modernizations, and acquisitions during the middle and latter twentieth centuries. The Voorhees building is currently part of the Culp Weaving Mill (Sanborn Map Company 1904, 1910).

Evaluation of Eligibility

The Voorhees Manufacturing Company is not recommended for National Register eligibility under any criterion because of a loss of integrity. The original mill has been not only heavily altered but is now dwarfed by massive, modern accretions to the site. Consequently, the property no longer has the fabric and appearance of a historic cotton mill. Furthermore, numerous better preserved textile mills survive in Alamance County.

Figure 3





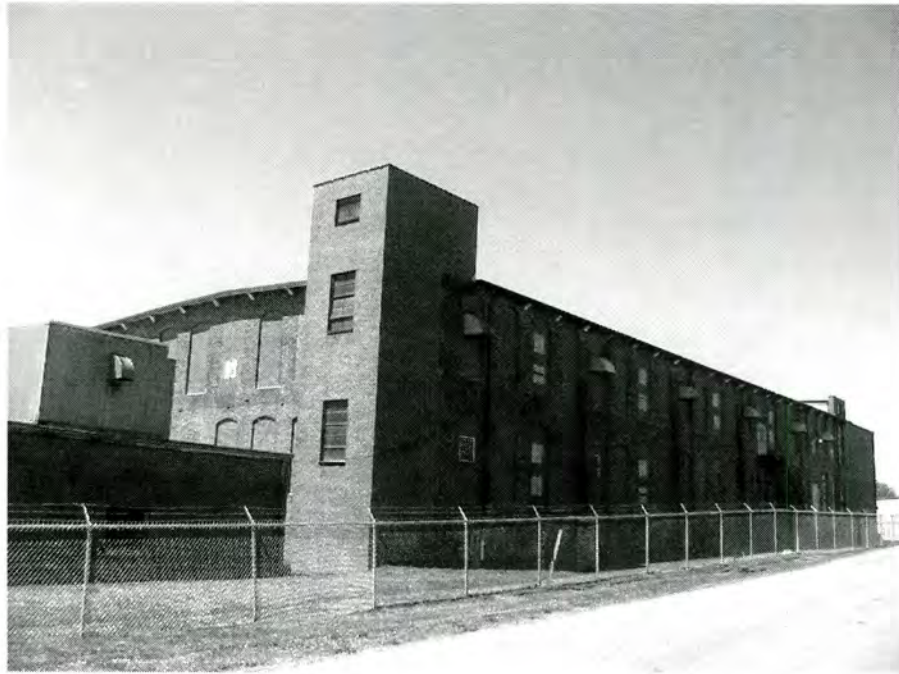


Plate 1. Voorhees Manufacturing Company, Original Mill, Looking West.



Plate 2. Voorhees Manufacturing Company, Modern Additions, Looking Southeast.



Plate 3. Voorhees Manufacturing Company, Office, Looking North.



Plate 4. Voorhees Manufacturing Company, Modern Additions, Looking North From Parker Street.



Plate 5. Voorhees Manufacturing Company, Modern Building, Looking Northwest Along Parker Street.



Plate 6. Voorhees Manufacturing Company, Office and Stair Tower  
Surrounded by Modern Additions, Looking North.

**No. 2 Dr. Edward C. Laird House**

North side of Graham Road (N.C. 49), 0.1 mile west of Jones Court  
Haw River vicinity, Alamance County

Physical Description and Evaluation of Integrity (Plates 7-14) (Figure 4)

This spacious, two and one-half story, frame, Queen Anne house was constructed ca. 1890 at the western outskirts of the Haw River community. The well-preserved house retains its original asymmetrical form, front and side porches, two-over-two light, wooden sash windows, and ornamental millwork. The residence is capped by a high hip roof with bracketed cornice, a tall, paneled and corbelled brick chimney, a shed dormer, and subsidiary gables defining the corner bays. The four-bay façade features an intact porch with a pedimented entry bay, heavy classical columns, and a spindlework frieze and balustrade. Bay windows and one story entry wings with chamfered porch posts are located on the east and west elevations. The principal investigators did not gain access to the interior. However, views from the front porch reveal original plaster walls and ceilings, hardwood floors, four panel doors, and large mantels with fluted pilasters, applied millwork, and classical detailing (Lounsbury 1980: 178).

Modern dwellings on subdivided lots now characterize the area surrounding the Laird parcel, but the house still stands on a large tract shaded by mature trees. A long drive leads to the house. A brick, front gable carriage house (ca. 1890) remains intact behind the residence and contributes to the significance of the property.

Historical Background and Context

About 1890, Thomas M. Holt commissioned this house for his daughter Cora and her husband, Dr. Edward C. Laird. Holt was a scion of the prominent Holt family in Alamance County and with his father, Edwin M. Holt, brothers, and several in-laws dominated the emerging textile industry in the Haw River region. Thomas M. Holt also served as governor of the state between 1893 and 1897. The Laird House briefly served as a hospital during the influenza epidemic of the early 1900s and was later acquired by Cone Mills. The property is currently owned by James Cramer and Susan Abernathy, who operate a bed and breakfast here (Haw River Historical Association Museum Files; Cramer Interview 2005).

The Dr. Edward C. Laird House stands as one of the finest examples of the Queen Anne style in Alamance County. The style rose to popularity in the county during the textile prosperity of the late nineteenth and early twentieth centuries. Throughout the North Carolina Piedmont in this period, improvements in rail transportation, the development of mass produced, milled lumber, and the advent of innovative, light framing techniques encouraged new, asymmetrical forms and elements of design. A growing class of urban professionals and businessmen now opted for fashionable architectural designs in keeping with the national mainstream and popularized through a flood of widely circulating architectural pattern books and magazines. By the 1910s, versions of the Queen Anne style stood alongside fine Colonial Revival, Neo-Classical, and Craftsman-style residences in the wealthier neighborhoods of Burlington and Graham in Alamance County. Smaller pockets of Queen Anne dwellings appeared around the railroad hamlets and textile communities including Haw River, which by the early 1900s was linked to Burlington and Graham by an electric interurban streetcar line (Lounsbury 1980: 56-68; Bishir and Southern 2003: 240-242, 244-245).

The most ornate and imposing of the county's Queen Anne textile mansions is the 1897 Charles T. Holt House. Designed by architect George F. Barber of Knoxville, Tennessee, the house exemplifies Barber's work in its grand scale and ambitiously complex blending of materials and

massings. The Holt mansion overlooks the Haw River village north of the project area (outside the A.P.E.). In Burlington, the county's principal city, and in neighboring Graham, the county seat, builders erected a host of large, fashionable, Queen Anne residences in the years before and after 1900. In Burlington, elaborate Queen Anne dwellings were constructed for Dr. P.W. Patterson, W.W. Lasley, Walter Trollinger, Dr. John S. Frost, and other wealthy professionals and businessmen on West Front Street and adjoining blocks. Graham's elite, such as businessman R.L. Hill, erected handsome, two story, Queen Anne houses along North Main and adjacent streets. In the county's rural communities, such as Boone's Station, Faucette, and Bellemont, isolated expressions of the style asserted the wealth and status of local businessmen and physicians. The 1895-1896 Kernodle-Pickett House near Bellemont was built for Dr. Lofton Kernodle and was the longtime home of Dr. John A. Pickett. The large house epitomizes the Queen Anne in its asymmetrical shape, bay windows, fancy millwork, and wraparound porch (Lounsbury 1980: 56-58, 88, 103, 105, 131, 188; Bishir and Southern 2003: 240-241, 245-246, 253).

#### Evaluation of Eligibility

The Dr. Edward C. Laird House is recommended as eligible for the National Register under Criterion C for architecture. Constructed ca. 1890, the Laird House anticipates the growing popularity of the Queen Anne in the ensuing two decades as textile manufacturing brought wealth to the county. The house ranks among the best examples of Queen Anne domestic architecture in Alamance County.

The house is not recommended eligible under any other criterion. The property is not eligible under Criterion A because it is not associated with events that have made a significant contribution to the broad patterns of our history. The Laird house is 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 dwelling is not considered eligible under Criterion D because the architectural components are not likely to yield information important in the history of building technology.

#### National Register Boundary Description and Justification (Figure 5)

The proposed National Register boundary is defined by the current tax parcel which follows the highway right-of-way along N.C. 49. The proposed boundaries include the tree shaded setting for the Laird residence and the adjacent carriage house, both of which are contributing resources. There are no other resources contained within the parcel.

Figure 4  
Dr. Edward C. Laird House  
Site Plan

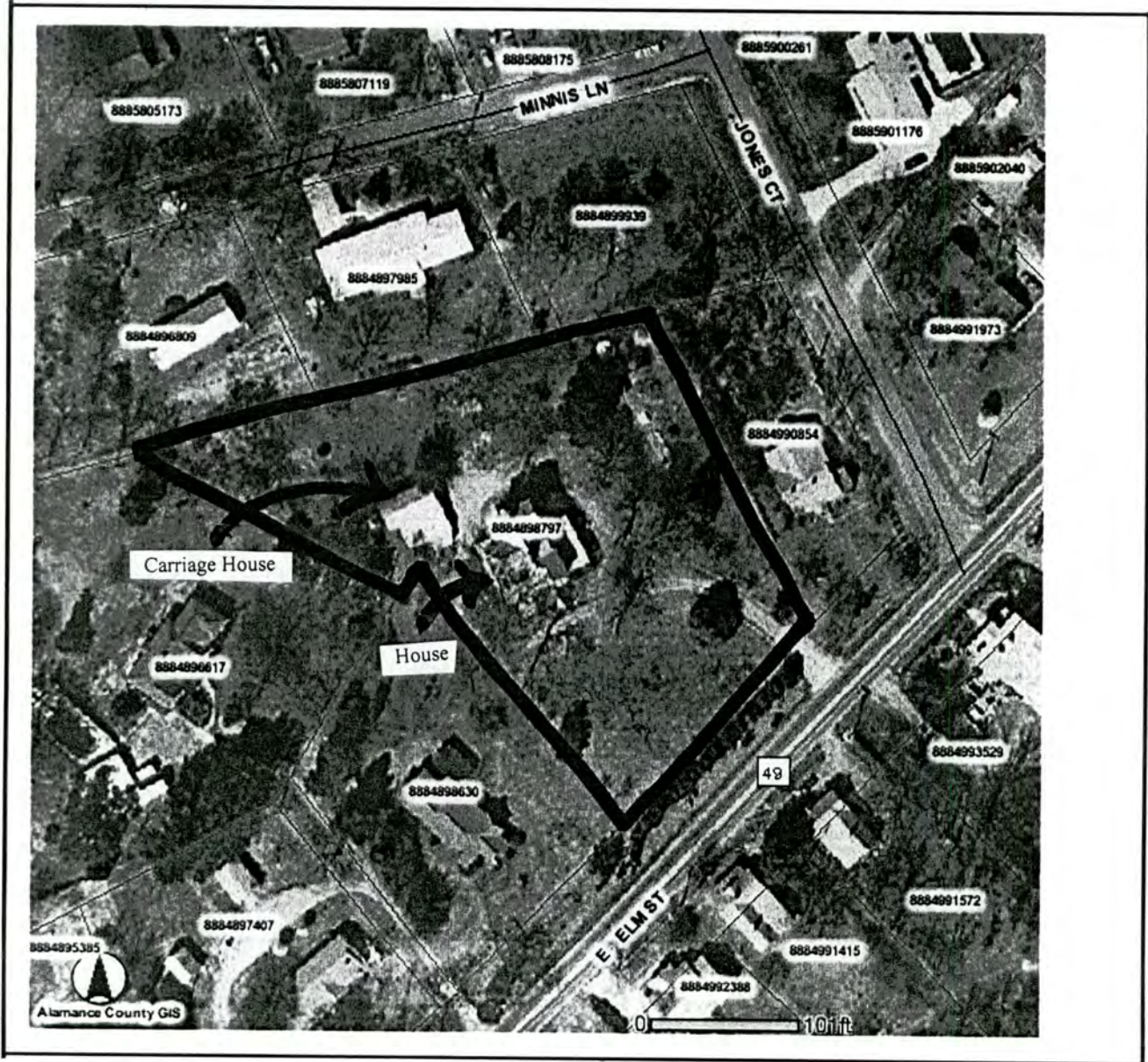


Figure 5







Plate 7. Dr. Edward C. Laird House, House and Setting, Looking West.



Plate 8. Dr. Edward C. Laird House, Side (South) Elevation, Looking Northwest.



Plate 9. Dr. Edward C. Laird House, Side (North) Elevation, Looking South.



Plate 10. Dr. Edward C. Laird House, Façade and Porch Detail.



Plate 11. Dr. Edward C. Laird House, Rear (West) Elevation,  
Looking North.



Plate 12. Dr. Edward C. Laird House, Bay Window Detail.



Plate 13. Dr. Edward C. Laird House, Bay Window Detail.



Plate 14. Dr. Edward C. Laird House, Carriage House.

### **No. 3 Southern Railway Bridge**

Carrying railroad tracks over N.C. 49 just south of junction with U.S. 70  
Haw River, Alamance County

#### Physical Description and Evaluation of Integrity (Plates 15) (Figure 6)

This deck, plate girder viaduct carries the Southern Railway over two lane N.C. 49 just south of the termination of N.C. 49 at U.S. 70. The main span is supported by solid, reinforced concrete piers which flank N.C. 49 while the approach spans are supported by timber trestles. The bridge is unaltered and retains its integrity.

#### Historical Background

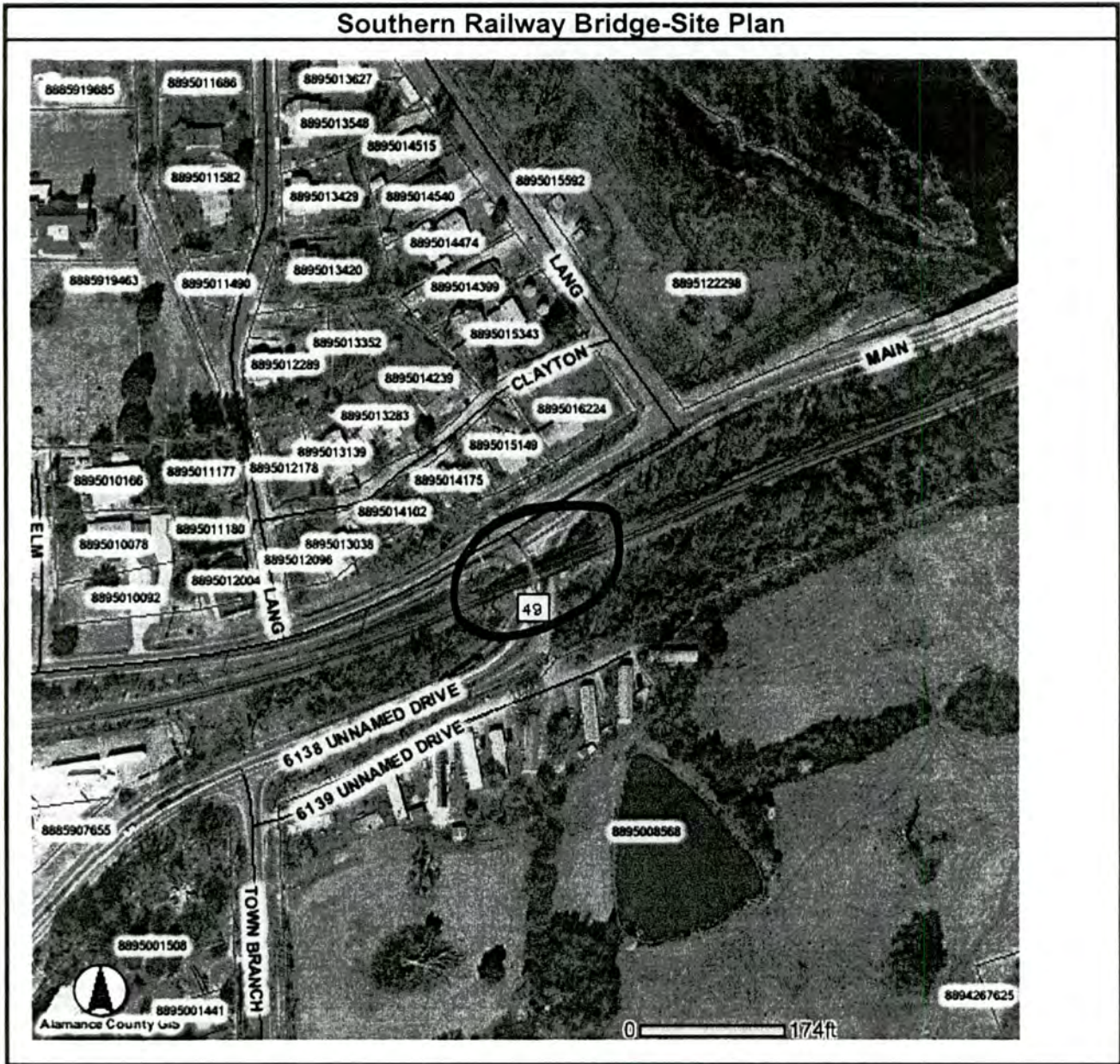
The concrete piers give this bridge a twentieth century construction date, and the span was probably erected during the interwar years as part of one of the line improvement campaigns of the Southern Railway. The viaduct was built to provide a grade separation between the rail traffic and the busy rural roads which intersect just to the north. Furthermore, by elevating the line at this location, the railway gained a more level route as the topography drops off towards the Haw River which flows just east of the bridge.

Little is known specifically about the bridge, but the plate girder structural type was one of the most common bridge choices for short crossings. As historian Carl Condit states, "...the overwhelming majority of American bridges are small girder spans of steel or concrete, with the metal predominating for railroad structures". First used in 1846, the steel girder form has remained remarkably unchanged since the antebellum period (Condit 1968: 225-226).

#### Evaluation of Eligibility

The bridge is not recommended for National Register under any criterion. Although the viaduct appears to be intact, the span is an example of one of the most common bridge types, and numerous examples survive throughout North Carolina and the nation. This bridge lacks the significance needed to merit National Register eligibility.

Figure 6



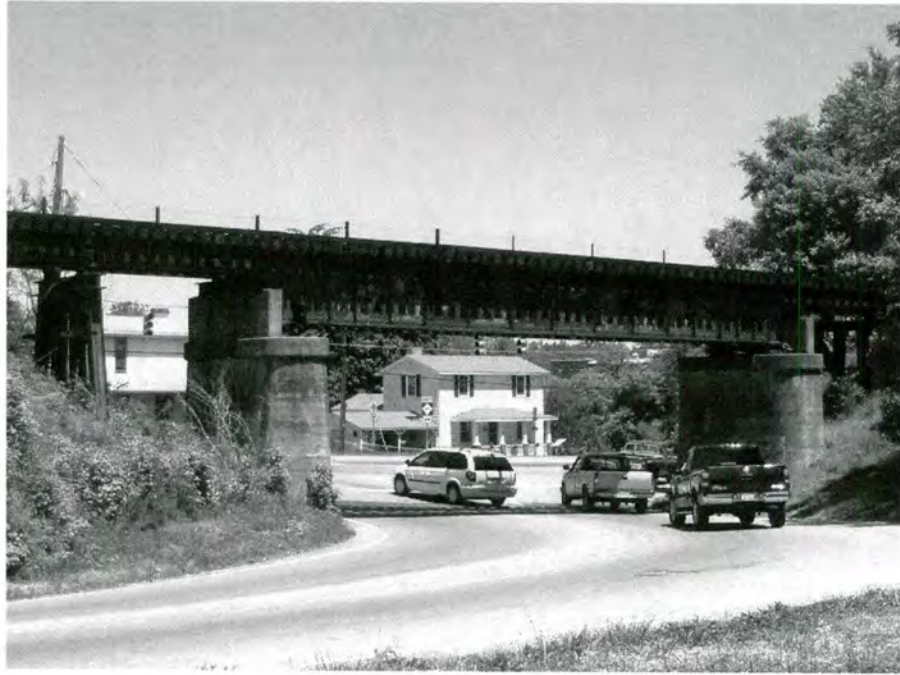


Plate 15. Southern Railway Bridge, Looking North Along N.C. 49 to Intersection with U.S. 70.



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