



North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
William S. Price, Jr., Director

February 3, 1994

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: Historic Structures Survey Report for the
relocation of US 64 from Murphy to Peachtree, R-
977, 8.1210101, FR-14-1(1); Cherokee County,
ER 94-8136

Dear Mr. Graf:

Thank you for your letter of January 5, 1994, transmitting the historic structures survey report by Mattson and Associates concerning the above project.

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 for the reasons cited below:

These properties have undergone numerous character-altering changes:

McCombs House (No. 2)

Alfred Morgan House (No. 3)

Water Treatment Plant (No. 4)

George Fleming House (No. 1). This property has little historical or architectural significance.

Haigler Log House. This property has been moved to Clay County and is outside the area of potential effect for the project.

In general the report meets our office's guidelines and those of the Secretary of the Interior.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified at 36 CFR Part 800.

Nicholas L. Graf
February 3, 1994, Page 2

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.

Sincerely,



David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: H. F. Vick
B. Church
Richard Mattson

bc: Highway
✓ Brown/Stancil
Fullington/Humphries
County
RF

AN ARCHITECTURAL RESOURCES SURVEY AND EVALUATIONS
FOR
U.S. 64 PROPOSED RELOCATION
CHEROKEE COUNTY
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
TIP NUMBER R-977
STATE PROJECT NUMBER 6.911009

Prepared for

North Carolina Department of Transportation
P.O. Box 25201
Raleigh, North Carolina 27611

Prepared by

Mattson and Associates
Richard L. Mattson, Ph.D.
Charlotte, North Carolina 28203

November 10 1993

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Prepared by

Mattson and Associates
Richard L. Mattson, Ph.D.
309 East Park Ave., No. 4
Charlotte, North Carolina 28203
(704) 376-0985

Prepared for

North Carolina Department of Transportation
P.O. Box 25201
Raleigh, North Carolina 27611

November 10, 1993


Richard L. Mattson, Ph.D.


Date


NCDOT Historic Architectural
Resources Section

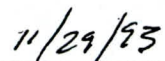

Date

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encompassed approximately 225 acres of small farms, rugged wooded terrain, residences, automobile-oriented commercial strip development, light manufacturing facilities, and institutional buildings. One hundred percent of the A.P.E. was surveyed.

A total of five properties within the A.P.E. were evaluated for National Register eligibility. None of them were found to be potentially eligible for listing in the National Register. These resources included one antebellum farmhouse which was extensively remodeled in the early twentieth century, one late nineteenth-century farmhouse, one early twentieth-century dwelling, an early twentieth-century water treatment plant, and a late nineteenth-century log house. The latter property, which had been previously recorded, has been relocated to a site outside the A.P.E.

Properties Listed in the National Register

None

National Register Study List Properties

None

Properties Potentially Eligible for the National Register

None

Properties Potentially Ineligible for the National Register

Pages

George Fleming House (No. 1)

29-34

Haigler Log House (relocated outside A.P.E.) *has a survey site#?*

35

McCombs House (No. 2)

36-40

Alfred Morgan House (No. 3)

41-45

Water Treatment Plant (No. 4)

46-50

INTRODUCTION

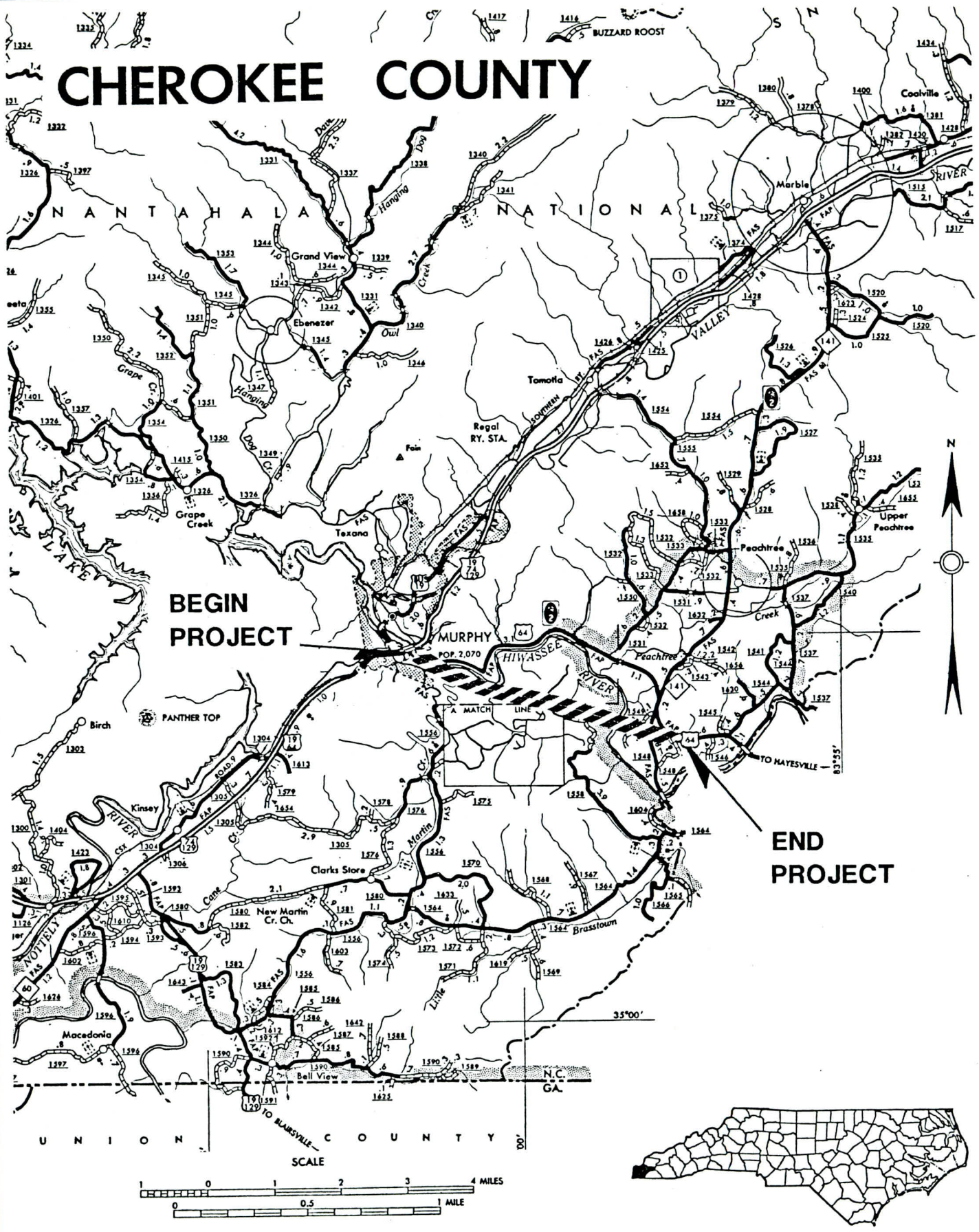
This architectural survey and evaluations report is prepared for the project entitled *U.S. 64 Proposed Relocation, Cherokee County*. The TIP Number is R-977 and the State Project Number is 6.911009. The proposed relocation extends approximately five miles, from the intersection of U.S. 129-19-74 and U.S. 64 in Murphy to just east of the existing intersection of U.S. 64 and S.R. 1547 in Peachtree (Figures 1 and 2). The scope generally consists of the construction of either a two- or four-lane partially-controlled access highway on new location. Consisting of five alternative routes (A, C, C1, C2, and D3), the project is generally located south of the Hiwassee River. However, Alternative A crosses the river just southeast of Murphy and terminates on the north side of the Hiwassee. Alternatives C1 and C2 each crosses the Hiwassee River near the east end of the project. The main purpose of this project is to provide a safer facility to replace the existing substandard roadway. Moreover, the new facility will provide additional capacity, either initially or ultimately, through the construction of four traffic lanes.

The architectural resources survey was prepared on behalf of HDR Engineering, Inc. of North Carolina under contract with the North Carolina Department of Transportation. Mr. Larry Weatherby, P.E. was the project manager for HDR Engineering, Inc. The principal investigator for the project was Richard L. Mattson, Ph.D. of Mattson and Associates, Charlotte, North Carolina.

The architectural resources survey was conducted as part of the planning for alternative relocation routes of U.S. 64 in Cherokee County, North Carolina. The survey was conducted in accordance with the Department of Transportation Act of 1966 and the National Historic Preservation Act of 1966, as amended, and the report was prepared according to guidelines set forth by the North Carolina Department of Transportation and the North Carolina State Historic Preservation Office. The survey field work was conducted from 16 September to 18 September 1992, and 1 August to 3 August 1993.

Contract specifications, including the scope of services, are found in the Appendix. Briefly, the identification of properties within the area of potential

CHEROKEE COUNTY



US 64
 R-977
 MURPHY TO PEACHTREE

PROJECT STUDY AREA

FIGURE 1

effects (A.P.E.) was required for this federally funded project under Section 106 of the National Historic Preservation Act of 1966, as amended (36 C.F.R. 800) and Section 4(f) of the Department of Transportation Act of 1966. Section 106 first requires the identification of all properties eligible and potentially eligible for listing in the National Register of Historic Places according to criteria defined in 36 C.F.R. 60. Secondly, this legislation requires that any federal undertaking be evaluated as to the effect of the project on historic resources within the A.P.E. using the criteria of effect outlined in 36 C.F.R. 800.9.

In order to comply with the requirements of both the N.H.P.A. and Section 4(f), the work program of this contract included the following: (1) historical and architectural research focusing on the general survey area--basically the U.S. 64 relocation alternatives and their environs; (2) reconnaissance field work within this survey area to identify the location of properties listed in, or potentially eligible for, the National Register of Historic Places; (3) intensive field work within the A.P.E., which 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; and (4) the preparation of a report describing the project, the survey process, and the conclusions of the survey.

Based on the location of the proposed corridors in relationship to natural and physical boundaries, the A.P.E. is delineated on U.S.G.S. maps and is illustrated in Figure 3 in the Appendix. At the west end of the project, north of the Hiwassee River and at the southeastern outskirts of Murphy, the A.P.E. is bordered by steep, wooded slopes facing the west side of U.S. 129-19-74-64, a four-lane expressway. This highway and the sharply rising terrain directly to the west and north buffer the project from Murphy's commercial and residential core. A modern motel commands the top of the principal slope overlooking the expressway and the modern vehicular bridge, which carries the highway over the Hiwassee River. The A.P.E. boundary crosses the river on the north side of this bridge, and is defined by modern commercial-strip development on the southwest side of the river. The southern boundary of the A.P.E. begins at a point approximately three-quarters of a mile southwest of the Hiwassee River and continues eastward through wooded, mountainous

terrain, following elevation contour lines and portions of wooded creeks and winding, secondary roads to the Hiwassee River. The southern side of the A.P.E. varies between approximately .25 mile and .75 mile from the project area. This rugged, forested landscape, with elevations varying between approximately 1,700 and 1,800 feet, effectively buffers the project from the generally sparsely settled areas to the south.

At the southeast side of the project, the A.P.E. boundary crosses the Hiwassee River and follows elevation contour lines through densely wooded, steeply sloping terrain. At the eastern end of the project, the A.P.E. is marked by generally undeveloped and rugged woodland that buffers the project from the scattered rural properties to the east and north. Moving westward, the northern boundary of the A.P.E. passes through wooded terrain at the eastern end of the project, and then follows a portion of U.S. 64 westward, before crossing the Hiwassee River and Harshaw Bottom. This northeastern section of the A.P.E. is characterized by pasture along the river, and a mix of modern residential, commercial, light-industrial, and institutional development near U.S. 64. The modern land uses near the highway shield the project from the small number of small farmsteads to the east and northeast. Moving west, the A.P.E. runs through woodlands and rolling terrain south of the Hiwassee River which is also marked by several modern residential subdivisions. The modern development and wooded landscape effectively buffer the project from several farm properties oriented to the river and bottomland to the north. Continuing westward, the northern boundary of the A.P.E. crosses the Hiwassee River at a sharp curve in U.S. 64 known as Racetrack Bend. Here, the A.P.E. boundary follows elevation contour lines and dense woodland through mostly uninhabited, rugged land to the western terminus of the project. The properties located north of the A.P.E. boundary line in this area, including those around the outskirts of Murphy, are typically far beyond view of the alternatives and are shielded by the forested and mountainous landscape.

PHYSICAL ENVIRONMENT

Reflecting Cherokee County's location in the Blue Ridge Province of the Appalachian Mountains, the A.P.E. comprises significant portions of mountainous, wooded terrain. The A.P.E., like the great majority of the county, is non-Forest Service land located within the boundaries of the Nantahala National Forest, which is dominated by oak, hickory, and pine, with an under story of small, young trees and shrubs. Characteristic of the Blue Ridge, the area contains such minerals as marble, limestone, quartz, talc, and dolomite. Elevations in the project area vary from about 1,600 feet along the Hiwassee River to 1,750 feet in the adjacent uplands, which climb to more than 1,800 feet along the rugged southern side of the A.P.E. This terrain has precluded much intensive farming, though pastures and scatterings of modest, early twentieth-century farmhouses exist in small valleys in the southern portion of the A.P.E. (Plate 1). Although the mountainous sections of the A.P.E. and project area have been historically sparsely populated, in recent decades they have also experienced the construction of modern houses and recreational land uses, including the Cherokee Hills Country Club, a public golf course and residential subdivision along the south side of S.R. 1558. Such growth reflects the appeal of this picturesque area for vacationers and retirees as well as for those commuting to work in nearby Murphy or Peachtree (Plate 2).

The A.P.E. and project area are drained by the Hiwassee River, an unnavigable waterway, and its tributaries. The bottomland along the Hiwassee River has been historically devoted to cropland and pasture, and both the A.P.E. and project area contain farmland and farmhouses oriented to this river (Plate 3). The fertile alluvial soil attracted some of the county's early major land-owning families, including the Harshaws, McCombs, and Beals. The Harshaw House, which is on the state National Register Study List, overlooks the Hiwassee River north of the A.P.E. Farm property historically associated with the McCombs family (No. 2) is located along the Hiwassee River, near the east end of the project area. The Beal plantation, which once stood near the west end of the project area, along the south side of the Hiwassee River, was subdivided and partially developed into house lots in the early twentieth century. Today, the small community known as Bealtown flanks S.R. 1558 near the western terminus of the project. This area comprises a collection of simple, vernacular

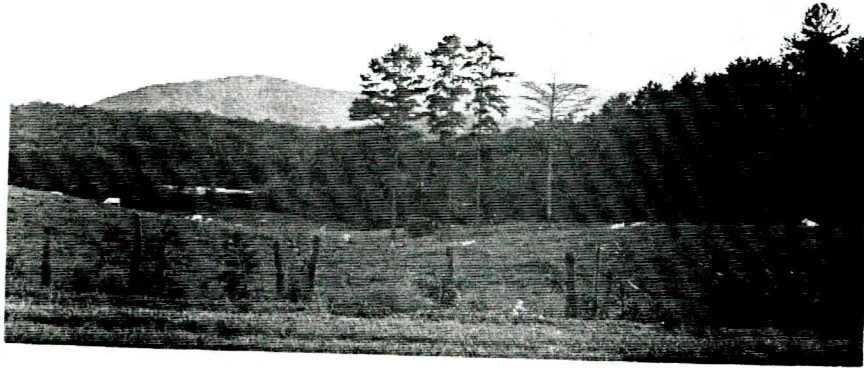


Plate 1. Pasture South of S.R. 1558.

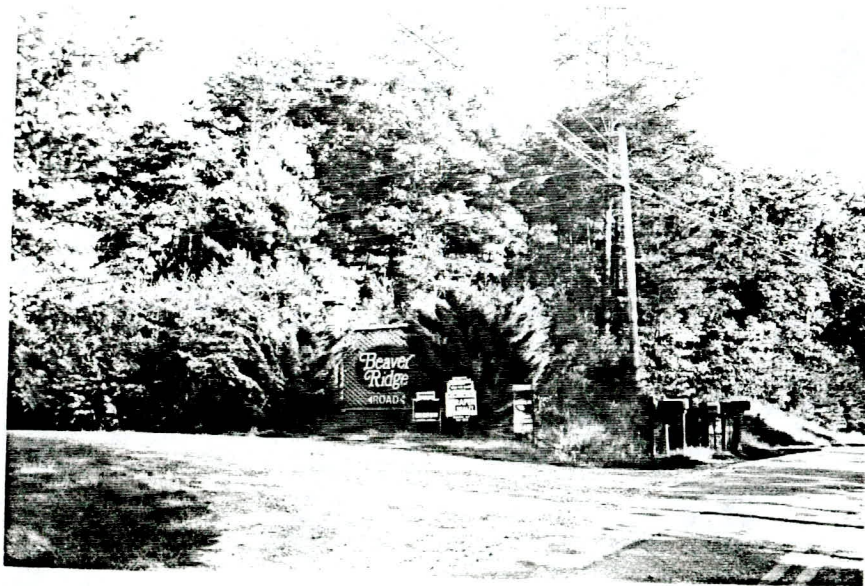


Plate 2. Residential Subdivision along S.R. 1558.

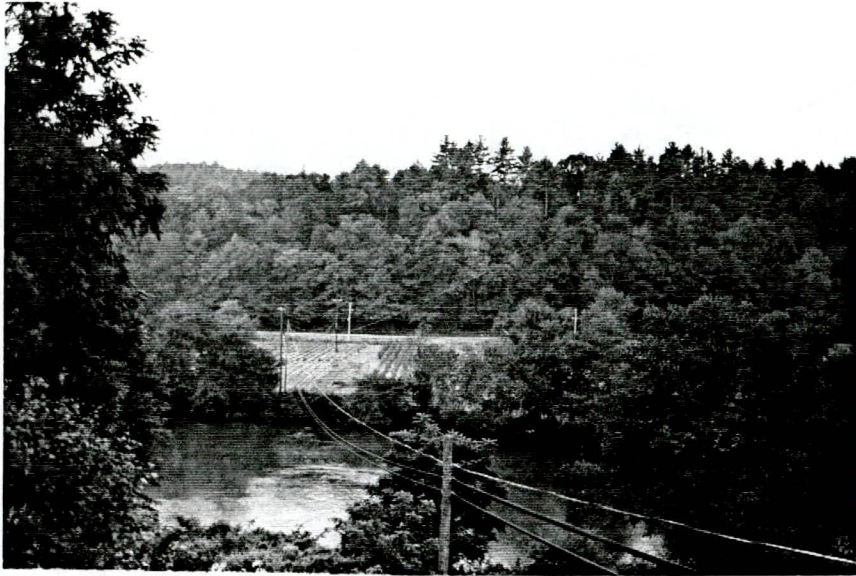


Plate 3. Bottomland along Southwest Side of Hiwassee River.

early twentieth-century dwellings, a trailer park, a small, ca. 1960 church, and a modern public-housing subdivision.

Both the western and eastern ends of the A.P.E. and project area have undergone modern development. Particularly intensive development has occurred at the western terminus of the project area, situated at the southern outskirts of Murphy. Reflecting the recent growth of Murphy, whose population has expanded from approximately 3,400 inhabitants in 1960 to over 7,500 in 1986, this area contains modern commercial, light-industrial, and institutional land uses oriented to U.S. 129-19-74-64. This four-lane highway crosses the Hiwassee River at Murphy, and has experienced considerable commercial-strip development southwest of the river. Where this highway intersects with U.S. 64 on the northeast side of the river, a steep, wooded slope and a collection of modern houses and commercial establishments flank the entrance to downtown Murphy (Plates 4 and 5). Although modern development has been less intensive at the eastern terminus of the project area, in the Peachtree community, a modern community college complex and medical center are located along U.S. 64 just north of the project area.

In conclusion, the environmental setting reflects a cultural landscape which has been shaped by both the rugged, mountainous terrain and the fertile bottomland of the Hiwassee River. The bottomland continues to support farming, but here as well as in the historically less developed mountainous areas, new residential subdivisions have begun to transform this region. As the population has mounted and highway transportation improved, new commercial, institutional, and light-industrial activities have emerged at both ends of the project area and the A.P.E. The project area includes farmland, wooded slopes, commercial activities, and residences.



Plate 4. Western Terminus of Project, Looking West Towards Murphy.



Plate 5. Looking Southeast from Western Terminus of Project.

ARCHITECTURAL AND HISTORICAL BACKGROUND

WHITE SETTLEMENT BEFORE THE CIVIL WAR

Located in the westernmost portion of North Carolina in the Blue Ridge Mountains, and bordered by Georgia and Tennessee, Cherokee County was one of the last regions of the state to receive white settlement. Remote and isolated, this mountainous county had no colonial pioneer period, with white immigration occurring only after the 1830s. However, geographic isolation only partially explains this late settlement. What became Cherokee County had been one of the last strongholds of the once far-flung Cherokee Nation, and white pioneers moved into the area only after the forced removal of the Native Americans in 1838. By the early nineteenth century, only the southwestern corner of North Carolina remained as Cherokee territory--the holdings of Cherokees greatly diminished by long periods of warfare with encroaching white migrants. Little, if any, remains architecturally from the long Cherokee occupation, and the late influx of whites--mostly from neighboring counties--resulted in an abbreviated pioneer period. Construction of two railroad lines through the region occurred within 50 years of the opening of land to white purchase.

Prior to the Cherokee removal, however, this remote area of the state had become somewhat accessible to white travelers. In 1813, the Cherokees had allowed the construction of a road to connect Tennessee and Georgia. Known as the Unicoi Pike, the road followed the Hiwassee River through the county. Traders and missionaries acted as agents of acculturation among the Indians, some settling permanently in the region by the 1820s, prior to the establishment of federal forts during the late 1830s (Williams 1984, 14). Peachtree Valley, northeast of the general survey area, was a center of missionary activity by the 1820s. As the removal of the Cherokee became imminent, some white farmers bought land directly from the Native Americans.

In this mountainous county, the two rivers, the Hiwassee and Valley, with their flanking valleys of rich bottomland, have long influenced settlement patterns. The confluence of the two rivers, near the site of the county seat of

Murphy, at the western terminus of the project, has always been the center of activity in this region. Several Indian settlements were located at this junction, and the area was later the site of Fort Butler, built by the federal government in 1836. Outside the town of Murphy, the pattern of settlement followed the broad river valleys, while the mountainous areas remained sparsely populated. The Cherokees, like the later inhabitants, had also preferred the rich river valleys, but after the sale of these valley parcels to white settlers and speculators, the few remaining Indians, as well as less prosperous whites, were left to the rugged, wilderness uplands. A portion of the Cherokee population had been allowed to remain after the confiscation of their land, particularly those who had earlier renounced their Cherokee citizenship. This eastern group of Cherokees now live primarily in Jackson and Swain counties, but ironically, few Cherokees remain today in Cherokee County.

The territory taken from the Cherokees was initially put under the jurisdiction of Macon County. In 1839, the year following the removal, Cherokee County was formed and initially included territory that would later create Graham and Clay counties. Pressures for new territory had spurred the confiscation of Cherokee land, and white settlement proceeded rapidly after the acquisition. Six months after the arrival of federal troops, the land was put on public sale in Franklin, North Carolina. Because of the demand for the land, sales were not conducted, as in western states, to encourage homesteading. Tract size and configuration was predetermined, and land prices varied according to the quality of land (Novick 1990, 28). Wealthy buyers, including many speculators, were able to acquire large tracts of the desirable bottomland of the river valleys although these parcels were not necessarily contiguous (King 1979, 165). The early white settlers were primarily from other mountain counties of North Carolina and surrounding states and were mostly of Scotch-Irish and English descent (Freel 1973, 63-64; Williams 1984, 19).

The absence of rail service prior to the Civil War hampered the development of both agricultural and industrial production. Although the movement of goods and people through this rugged terrain was stymied, road construction in the antebellum period provided at least rudimentary transportation. With the founding of the county, the state legislature ordered the improvement of the

road between Franklin and Murphy (subsidized in part by revenue from the sale of Cherokee lands), and, in 1849, construction of the Western Turnpike was authorized to the Georgia state line via Asheville and Murphy. In 1854, this road was extended to the Tennessee border at Ducktown (Freel 1956, 153-154; Williams 1984, 28).

In general, settlers in the new county established farms which were smaller than those of both the coastal plain and the Piedmont. Nearly one-half of the farms ranged from 20 to 50 acres, and 15 percent were less than 20 acres (Sitterson 1939, 145; Novick 1990, 23). Although some sizable farmsteads were developed in the river valleys, the great majority of settlers operated subsistence farms, shaped to a large degree by the isolation of the region and its rugged, mountainous topography. Lefler and Newsome (1973, 315) sum up the rough existence of mountain farmers during the pioneer period: "Without profitable staple crops and adequate water outlets to markets, [western North Carolina] had little trade, few slaves, and a small-farm subsistence economy based on free white labor and the production of corn, wheat, fruits, cattle, hogs, and whiskey."

Log construction for houses as well as outbuildings predominated during this period (Williams 1984, 19-21). Although the European antecedents of log construction are attributed to both German and Scandinavian building practices, this building technology was disseminated regionally primarily by the Scotch-Irish. This culture group had originally adopted log building skills from neighboring German communities in southeastern Pennsylvania and, along with German settlers, carried traditional log-building techniques with them during their migration to western and piedmont North Carolina in the mid-eighteenth century (Swaim 1978, 28-45; Jordan and Kaups 1989, 135-210; Rehder 1992, 103-104). The Cherokees also often opted for log houses and farm structures, a consequence of their long association with white settlers (Williams 1984, 19).

In Cherokee County, as throughout the Upland South, builders applied log construction to customary architectural forms and plans. Typically, half-dovetailed notching was employed to perpetuate familiar one- and two-pen house types, often with sleeping lofts under side-gable roofs. Two-pen log

dwelling were frequently achieved by adjoining two similar sized square or rectangular units. Folk interpretations of two-pen log dwellings included those with central chimneys ("saddlebag" houses), with exterior end chimneys, or versions with an open or closed hallway between the two log pens (the open hallway type often labeled the "dogtrot" house) (Williams 1984, 19-21).

Few log houses have survived from the pre-Civil War era in the county and none is known to exist in the general survey area (Williams 1984, 88-89). One rare extant example in the county is the Thomas C. Tatham House. Built ca. 1835 in former Valley Town, in central Cherokee County, the Tatham house originally had a dogtrot form which has been greatly altered, including the enclosure of the dogtrot (Williams 1984, 19). One common fate for early log houses was re-siding and incorporation within later frame construction. The ca. 1840 Walker Inn, a National Register property also located in Valley Town, contains log portions in the southeast rooms of this now large two-story, frame house with center-hall, double-pile plan (Suttlemyre 1975).

Not unexpectedly, the earliest frame houses in the county belonged to the wealthier landowners. Like log dwellings, these houses also adhered to a small number of traditional forms and plans, such as the dogtrot Leatherwood House in the Andrews community, and the double-pen Standridge House along Little Brasstown Creek (Williams 1984, 101, 125). As elsewhere in the region, the frame I-house type--a full two stories high, one room deep, and with a formal central hall--quickly emerged as the favorite choice among the largest property owners in Cherokee County (Southern 1978, 70-83; Williams 1984, 18, 115). Although antebellum survivals in the county are rare, the George W. Hayes House near Tomotla probably typifies the I-houses erected on the eve of the Civil War. The simply detailed, weatherboarded dwelling has a three-bay facade, brick end chimneys, nine-over-six, double-hung sash windows, and a double-tier porch with slender chamfered posts (Williams 1984, 115).

The majority of the pre-Civil War I-houses were built in the river valleys, representing the fertility of the bottomland and the relative prosperity of the farms established there. The Hiwassee River Valley, which transverses the A.P.E. east of Murphy, contained the richest agricultural land and the most

prosperous farms (with the highest number of slaves) in the county. By the Civil War, families such as the Beals, Sudderths, Harshaws, and McCombs possessed sizable landholdings oriented to the river in the general study area. To be sure, because the topography of the region restricted large-scale agriculture, slave ownership never matched that in the eastern part of the state. However, there were 97 slave-owning households in Cherokee County by 1860; and though the majority of slave holders owned fewer than five slaves, within the A.P.E., both the Harshaw and McCombs families were major slave holders (Novick 1990, 22-23; Freel 1956, 289).

When Abram Harshaw died in 1857, he was among the county's principal landowners. Migrating to Cherokee County from Burke County, North Carolina, Harshaw had purchased several tracts during the initial sale of 1838, and by 1850 he possessed 500 acres of land valued at \$10,000. In 1860, Harshaw heirs held title to 43 slaves, making the Harshaw family the largest slave holders in Cherokee County. The Harshaw tract along the south side of the Hiwassee River primarily raised small grains and livestock, and the farm complex included not only the farmhouse and agricultural outbuildings, but, presumably, a concentration of slave dwellings near the site of the present Harshaw residence, situated north of the A.P.E. (Novick 1990, 31). However, no houses or outbuildings associated with the antebellum Harshaw farm are known to exist.

The McCombs family established its farm along the east side of the Hiwassee River, across from the Harshaw property. R. D. McCombs married a daughter of landowner John Sudderth, who, like Harshaw, had migrated from Burke County and purchased large tracts of bottomland during the 1838 sale. By 1860, the McCombs estate included 200 acres of cultivated cropland and 19 slaves (Freel 1956, 312; White 1987, 40; Williams 1984, 30). About 1850, R. D. McCombs built what was presumably a frame, center-hall I-house with a double-tier front porch, and exterior end chimneys. The McCombs House (No. 2) is still extant, but has been greatly altered. The house was substantially enlarged and remodeled by McCombs' heirs in the 1920s. There have also been post-World War II window replacements and rebuilt chimneys, and the front porch is currently being reconstructed (Williams 1984, 30, 111) (see Plates 14-19). No other architectural evidence of the antebellum McCombs farm survives.

Twenty years after the creation of Cherokee County, the Civil War began, marking the end of the brief pioneer period. Businesses, schools, and churches had been established by 1860, but geographical isolation continued to limit the scope of commercial enterprises and population remained sparse. From the beginning of white settlement, farming was often combined with forms of small-scale manufacturing. By 1860, there were six iron forgeries in the county, a development spurred by a state policy of granting land for these operations. None of these forgeries was apparently located in the predominantly agricultural general study area. Lumber and grist mills also multiplied before the Civil War, and at least 16 grist mills and four saw mills existed in the county by the end of this early period of white settlement. In 1860, both types of mills were located in the Peachtree Mission, at the eastern end of the study area, but no architectural evidence of these structures remains (Williams, 1984, 21-23; Van Hoppen 71-72, 127-128; U.S. Census Records, Cherokee County, 1860).

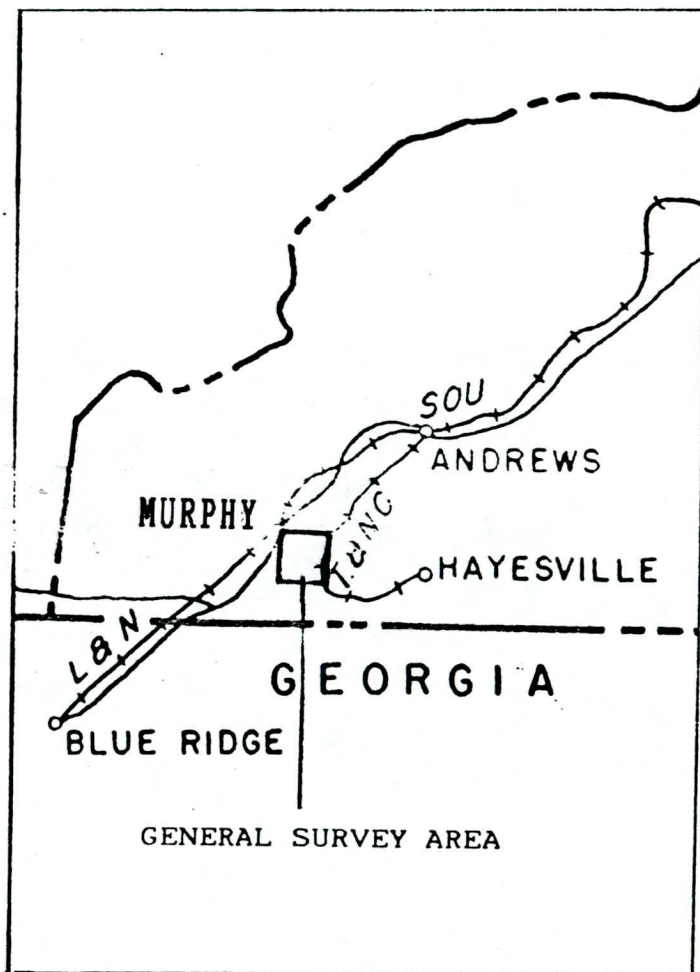
POST-CIVIL WAR PERIOD

The relative prosperity of the large river-valley farms during the antebellum era in Cherokee County was more vulnerable to changes wrought by the Civil War than the smaller subsistence farms of the uplands. Large-scale farming remained dormant in the county for decades after the war. Although generally supporters of the Confederacy, the local population also comprised a number of Union sympathizers, creating much internal strife. In addition, because of the common border with the Union territory of East Tennessee, the county was raided and looted frequently. Although the abolition of slavery caused less disruption to the economy than it did in areas with greater numbers of slave holders, Cherokee County was nonetheless affected by the Reconstruction poverty of the region. Larger landowners began tenant farming, a system adopted throughout the state (Freel 1973, 224-235).

The catalyst for economic growth in the latter nineteenth century was the development of rail transportation. From the early nineteenth century there had been plans for a railroad to run the entire length of the state. It was not until 1854, however, that the Western North Carolina Railroad Company was formed; but the war, weak finances, and corruption caused the company to

FIGURE 4

Railroad Lines Through Murphy And Vicinity



Source: Transportation Map of North Carolina, 1939
Charlotte Public Library, Vertical Files

Cherokee County, but no examples are located within the A.P.E. (Williams 1984, 94, 112, 118, 128).

Smaller landowners of the postwar decades often opted for a one-room deep house with a center hall. Located north of the McCombs farm and outside the A.P.E., the Brown House, dating from the mid- to late nineteenth century, illustrates this popular story-and-a-half form. The Brown House has a center-hall plan, symmetrical three bay facade, rear kitchen ell, stone end chimneys, and a shed-roofed porch with sturdy square posts extending the full length of the facade (Williams 1984, 110). Other surviving examples outside the A.P.E. include the ca. 1883 Hyatt-Hatchett House near Bell View, and the ca. 1893 O'Dell House near Boiling Springs (Williams 1984, 93, 99). The O'Dell House is distinguished by a pair of gable-front roof dormers over the three-bay facade.

Located within the A.P.E., along S.R. 1556, the 1890s Alfred Morgan House (No. 3) also features roof dormers above the three-bay facade (see Plates 20-25). Although the interior has been extensively modernized and modern additions have altered the rear of the house, the basic exterior design survives intact. The Morgan House retains stone exterior end chimneys, a full-height rear ell, sidelights framing the front entrance, and a shed-roof front porch with simple square posts. The simple classicism of the plan and exterior form and the absence of picturesque decorative elements place this house within the vernacular conventions of the antebellum period and in contrast to national trends of the late nineteenth century.

Architectural conservatism was also demonstrated in the persistence of log construction throughout the second half of the nineteenth century and into the twentieth century (Williams 1984, 35-37). In particular, the Cherokees who remained after the removal retained this building technology for dwellings. Although much altered, the log house probably built after the Civil War by Joe Wolf or John Axe outside the A.P.E. in the Hanging Dog Creek vicinity is the only known surviving nineteenth-century structure built by a Cherokee (Williams 1984, 36). Other log houses were built by white residents during the late nineteenth century. One example formerly within the A.P.E. is the Haigler Log House, which was reportedly moved to Clay County, North Carolina after 1984 (White 1987, 213; Novick 1990, 27). Originally located

southeast of Murphy, on the west side of the Hiwassee River, the house typifies the vernacular single-pen house type built in Cherokee County and throughout the Upland South. The Haigler Log House has a one-story form with sleeping space in the attic, an exterior stone chimney on one gable end, stone foundation, and a later frame shed addition. The logs are secured in place by half-dovetailed notching (Williams 1984, 108).

Despite the persistence of log, by the turn of the century this technology was becoming rare for house construction, but remained popular for agricultural outbuildings (Williams 1984, 37). Typically built with half-dovetailed or simpler V notching, log spring houses, smokehouses, corncribs, and two-crib, four-crib, and transverse-crib barns were common parts of the Cherokee County farmstead into the early decades of the twentieth century. Even the most architecturally refined farmhouses were often accompanied by a log barn as the central agricultural structure on the property. Probably because of the late continuation of the log building tradition, a host of intact log outbuildings survive in the county, including the massive V-notched log barn (No. 1) on the Harshaw tract within the A.P.E. (see Plates 12-14).

In sharp contrast to the longevity of traditional house types and log construction were the few elaborate and up-to-date river valley houses. Located north of the A.P.E., overlooking Hiwassee River bottomland, the Harshaw House represents the apex of late nineteenth-century domestic architecture in rural Cherokee County. In 1880, Abram McDowell Harshaw, a Murphy banker and son of the elder Abram Harshaw, began construction on this ten-room, two-story, L-shaped brick house on the farm his father has purchased in 1853 (Freel 1973, 288-289; White 1987, 221; Novick 1990, 28). Situated on the west side of the Hiwassee River, east of Murphy, the Harshaw House is the only surviving nineteenth-century, brick house in rural Cherokee County, and the highly decorative detailing is unparalleled in any other rural house of the period (Williams 1984, 39-40, 108). The remarkable exterior ornamentation of this house is expressed in the use of two-story bays, diamond-shaped windows, scrolled knee brackets on the porch, and bargeboards under the eaves.

Another Harshaw tract was owned by John Harshaw, younger brother of Abram McDowell Harshaw. This parcel, which is located within the A.P.E., is on the south side of the Hiwassee River. The tract is bisected by S.R. 1558, originally the Unakah Road, which connected Murphy and Hayesville. In 1876, the land was sold to Turley Hampton (Freel, 1973, 287). There are no architectural remnants of either the John Harshaw or Hampton farm, and the location is denoted only in the name of Hampton Creek and Hampton Memorial Church.

CHEROKEE COUNTY IN THE TWENTIETH CENTURY

During the early decades of the twentieth century, the railroads continued to spur the growth of industry, particularly the exploitation of natural resources such as timber, iron ore, marble, and other minerals. Although rail construction brought a rise in tourism to other areas of the North Carolina mountains, Cherokee County never supported a large resort community. Rail service freed upland farmers from subsistence agriculture. These highland regions were more valuable for timber than cropland, and many small farmers sold or leased their property to timber interests (Freel 1973, 198; Van Noppen 1973, 266; Williams 1984, 47).

As the twentieth century progressed, widespread automobile ownership and attendant road improvements continued to transform the county. By the 1920s, highway construction and maintenance was taken over by the state, and in 1922, the first paved highway in the county was built from Murphy to the Georgia border at Bell View. In 1925, the road connecting Andrews to Murphy was also paved. Concurrently, east-west federal highways were completed from Murphy to Asheville and the Tennessee state line, including U.S. 64, which transects the A.P.E. north of the Hiwassee River.

During this period, the small neighborhood of Bealtown took shape at the west end of the A.P.E. Located along S.R. 1558, on the south side of the Hiwassee River at the outskirts of Murphy, Bealtown was apparently named for William Beal, who was a substantial landowner in this area and also served as sheriff during the Civil War (Anna Beal Cornwell Interview 1992). By the eve of World War II, the community was characterized by simple weatherboarded and

brick-veneered dwellings occupied primarily by clerks and smaller merchants who worked in downtown Murphy. Today, Bealtown is a small collection of closely spaced houses and several simple, post-World War II churches.

As Murphy expanded and prospered, the Murphy Power Company was established, providing the town, by 1905, with electric lighting from a dam on the Valley River. By 1909, a fire department and waterworks had been established, and the streets of Murphy were first paved in 1915 (Williams 1984, 61). Within the A.P.E., there is evidence of the development of public services during the interwar years. On the east side of Murphy, north of the Hiwassee River, is a water treatment plant (No. 4) (see Plates 26-31) which dates to ca. 1925. No longer in use, the plant has had alterations and additions, including a major addition in 1956, which doubled the size of the facility. Now in deteriorated condition and planned for partial demolition, the water treatment plant is not considered to be potentially eligible for the National Register.

By the early 1900s, the increased prosperity and better extra-regional communication and transportation were reflected in the architecture of the county as the first significant breaks with traditional forms occurred. To be sure, in rural areas, conservative three-bay I-houses and single-pile, one-story and story-and-a-half dwellings persisted well into the new century (Williams 1984, 94, 98-103, 107, 117-118). However, between 1900 and World War I, middle-class and worker houses began to reflect nationally popular styles as information on current architectural trends was more easily disseminated. Especially in the expanding small towns around the turn of the century, middle-class residents began selecting stylish, asymmetrical one-story and story-and-a-half cottages with picturesque cross-gable roofs, wraparound porches, and projecting bays. By the 1920s and continuing until World War II, brick-veneered and weatherboarded frame bungalows, Colonial Revival houses, and, on occasion, Tudor Revival dwellings appeared (Williams 1984, 78-79, 126-127, 139).

Within the A.P.E., the ca. 1913 George Fleming House (No. 1) illustrates the popularity of picturesque-inspired dwellings in the county during the early twentieth century (see Plates 6-13). Located in Bealtown, the house was built

for George Fleming, who was the station master for the Louisville and Nashville Railroad in Murphy. The Fleming House displays a vernacular mix of picturesque and classical elements on a one-story form. The dwelling uses multiple, steeply pitched gables with decorative shingles to suggest the irregular massing and surface treatment common to Queen Anne houses. The facade of the house is dominated by a pedimented wraparound porch with classically-derived piers. The interior features tongue-and-groove wainscoting in the broad center hall and principal rooms, and mantels with classical treatment. Rental property for a number of years, the Fleming House is in need of extensive repairs. It is not considered to have the special architectural significance for National Register eligibility.

The period of prosperity and growth which began with the construction of rail lines in 1890 ended abruptly with the Great Depression. Widespread economic stagnation compounded the local problem of depleted forests, caused by years of indiscriminate logging by the timber industry. Concentrating its acquisitions on the deforested lands, the federal government, under a national forest program, began purchasing land in the county in 1918 (Williams 1984, 77). By the 1930s, smaller parcels were also sold to the government as upland farms proved unprofitable. Federal intervention continued to transform the economy and the landscape of the county, particularly with the construction of the Hiwassee Dam between 1936 and 1940. Under the aegis of the newly-created Tennessee Valley Authority, 16,000 acres (one-third of the county) were acquired for the construction of a dam for hydroelectric power and a lake for flood control (Information from the U.S. Forest Service, Tusquee District, Murphy, 1982). Other parcels of this acquisition were set aside as national forest. Despite these efforts, outmigration, beginning in the 1930s and continuing into the postwar era, plagued economic development plans.

By the post-World War II era, the county was divided almost evenly between a farm and non-farm economy although it is estimated that residents were at least partially supported by family members working outside the region. In 1950, 37 percent of the population was farmers, 13 percent was employed in manufacturing, and the other 50 percent was divided among forestry, mining, and federal service occupations (Sharpe 1958, 730-731). Even in the 1980s, the county population has remained less than 20,000, approximately its 1950 figure

(Van Noppen and Van Noppen 1973, 20). However, within the last decade, the rise in tourism, centered around the Nantahala National Forest and retirement communities, have provided a welcome infusion to the local economy. As a consequence, though, the sparsely populated agrarian landscape around the national forest is undergoing unprecedented development.

CONCLUSION

The architectural resources remaining in the A.P.E. mainly reflect the development of Cherokee County in the late nineteenth and early twentieth centuries. They represent the agricultural development of the bottomland along the Hiwassee River and, in particular, the expansion of Murphy starting with the coming of rail transportation. The properties surveyed are primarily dwellings, including farmhouses and non-farm residences. Nearly all the buildings are frame construction with weatherboard siding. While the houses in the A.P.E. often represent traditional forms and plans, the influence of mainstream, national architectural styles is also evident. No properties within the A.P.E. are considered to be potentially eligible for the National Register.

survey and evaluations, the Novick study contains historical background information on patterns of settlement and on the land holdings of major early white families.

Subsequently, an intensive field survey was conducted. The A.P.E. was determined and delineated on U.S.G.S. maps. Within this area, all properties 50 years of age or older, and which in the professional judgment of the surveyor were worthy of being so recorded, were photographed and keyed to U.S.G.S. maps. A sufficient number of photographs were taken of these properties to assess or verify their National Register qualifications. The survey field work was conducted from 16 September to 18 September 1992, and 1 August to 3 August 1993.

ARCHITECTURAL INVENTORY AND EVALUATIONS

SUMMARY

Five properties were evaluated for their National Register eligibility, and none was recommended as eligible for the National Register. The properties recorded and evaluated were the George Fleming House (No. 1), the Haigler Log House (relocated to a site outside the A.P.E.), McCombs House (No. 2), Alfred Morgan House (No. 3), and the Water Treatment Plant (No. 4). The following section includes physical descriptions, historical data, and eligibility assessments for the evaluated properties.

PROPERTY LIST

Properties Listed in the National Register of Historic Places:

None

Properties on the North Carolina Study List for the National Register:

None

Properties Potentially Eligible for the National Register:

None

Properties Recorded But Found Not Potentially Eligible for the National Register:

George Fleming House (No. 1)

Haigler Log House (relocated to site outside A.P.E.)

McCombs House (No. 2)

Alfred Morgan House (No. 3)

Water Treatment Plant (No. 4)

POTENTIALLY INELIGIBLE PROPERTIES

George Fleming House (No. 1) (pp. 22-23)

South side S.R. 1558, .25 mile east of junction with U.S. 129-64-19
Murphy

- The George Fleming House was constructed ca. 1913 for the station master of the Louisville and Nashville Railroad in Murphy (Anna Beal Cornwell Interview 1992) (Plates 6-13). The one-story, frame house is located at the eastern end of Bealtown, a neighborhood of generally simple dwellings and modern churches that developed at the outskirts of Murphy, southwest of the Hiwassee River, in the early twentieth century. The Fleming residence stands on a rise of land overlooking S.R. 1558 and the Hiwassee River. Currently rental property, it is bordered by a modern dwelling directly to the south and by a trailer park to the west. The house is in poor but stable condition.

The Fleming House is distinguished by multiple cross gables embellished with patterned wood shingles. A wraparound porch with original square posts, a turned balustrade, and gable-front entrance bays covers the three-bay facade and west elevation. Some of the balusters are missing and replacement wood stairways lead to the entrances on the facade and west elevation. The entrance doors have a single large pane of glass set into the upper portion. Resting on a brick-pier foundation, the house has original weatherboards, double-hung, one-over-one sash windows, and a tin-shingled roof. Latticework joins the raised foundation piers across the facade and west elevation. Two wings extend to the rear, where paired replacement windows mark the enclosure of a porch and the addition of a shed-roofed appendage. The lateral kitchen wing, which extends from the rear of the east elevation and appears to be contemporary with the main body of the house, has been altered by paired fixed-sash windows and a later standing-seam metal roof. An original brick chimney stack with a corbelled cap pierces the roof ridge on the east side of the house, but the simpler brick stack on the west side is a replacement.

The interior of the house contains four principal rooms organized around a center hall. These rooms and hallway retain original plaster walls and ceilings, wood floors, tongue-and-groove wainscoting, and four-panel doors

with simple surrounds. The four mantels, which are also original and vary in design, display classical themes. The most decorative mantels are located in the two front rooms, and feature free-standing colonettes, mirrored overmantels, and applied decorative motifs. The staircase is located at the rear of the house, in what is now the enclosed and extensively altered rear porch. This closed-string stair has slender turned posts and a square newel with a molded cap and base. The stair rises to a partially finished half story in the east rear wing, which serves as a bedroom. The kitchen wing has been updated with later fixtures and replacement flooring tile.

The George Fleming House is not considered to be potentially eligible for the National Register under any Criterion. Although the dwelling retains most of its original architectural fabric, it does not have the special architectural or historical significance for eligibility to the National Register. Numerous finer interpretations of the county's picturesque domestic architecture of the late nineteenth and early twentieth centuries survive in the small towns. For example, Murphy contains the flamboyant Robert Lafayette Cooper House and Fain House, each displaying a panoply of Queen Anne-inspired sawnwork and stylish, irregular silhouettes. The town of Andrews boasts the grand, two-story William Pitt Walker House and the one-story, clipped-gable Williams House. Some of the most decorative turned and jigsawed sawnwork in the county is found on the two-tier porch of the Anderson-Nichols House in the town of Culberson (Williams 1984, 127, 128, 135, 136, 139).



Plate 6. George Fleming House, Facade, Looking South.



Plate 7. George Fleming House, Facade, Looking Southeast.



Plate 8. George Fleming House, West Elevation, Looking Southeast.



Plate 9. George Fleming House, East Elevation and Kitchen Wing, Looking Southwest.



Plate 10. George Fleming House, Rear Elevation, Looking North.

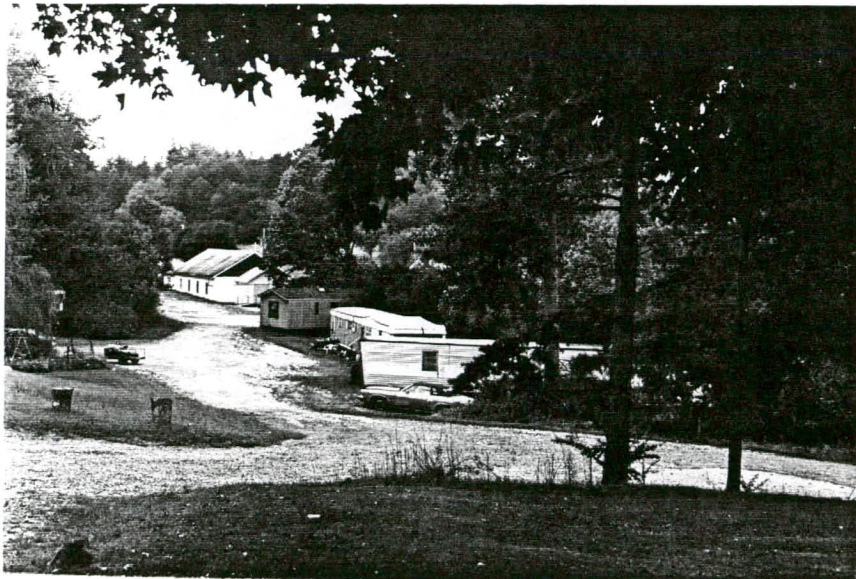


Plate 11. Trailer Park West of George Fleming House Property, Looking West.



Plate 12. George Fleming House, West Front Room.



Plate 13. George Fleming House, Rear Staircase.

Haigler Log House (p. 19-20)

West side S.R. 1558, .75 mile south of junction with S.R. 1634
Murphy vicinity

No above-ground architectural evidence exists of this house, which was presumably relocated to a site outside the A.P.E., in Clay County, North Carolina, since 1984.

McCombs House (No. 2) (p. 15)

Northwest side S.R. 1549, .2 mile south of junction with S.R. 1548
Peachtree

This two-story, double-pile, hip-roofed house represents the 1920s expansion and remodeling of the 1850s Robert Dale McCombs plantation seat (Plates 14-19). McCombs erected the original residence after the acquisition of a sizable tract of river front land from his father-in-law, John Sudderth. Sudderth owned 941 acres on the east side of the Hiwassee River across from the extensive Harshaw tract. In 1860, the McCombs farm included 200 improved acres with 83 livestock, 2,000 bushels of corn, 21 pounds of wool, and 500 pounds of butter. The slave census schedule recorded 19 slaves living in five cabins on this property (Freel 1956, 128; Williams 1984, 111; Novick 1990, 32-33).

The antebellum McCombs House was probably a frame, center-hall I-house with exterior brick end chimneys and a two-tier front porch (Williams 1984, 111). A portion of this house became the second pile of the existing dwelling following the ca. 1922 remodeling by Dillard and Clara McCombs. Today, the double-hung, six-over-six windows in the second pile and rear one-story ell appear to be the only remnants of the original McCombs residence. Surviving elements of the remodeled ca. 1922 dwelling portray a constrained, vernacular interpretation of the nationally popular Colonial Revival style. The house has a simple cubic form, low hip roof, center dormer, double-hung, two-over-two sash windows, and a three-bay facade (the second-story windows are arranged slightly off-center). The picture window on the facade, replacement windows on the east and west elevations, brick exterior chimneys, and enclosed rear porch illustrate major alterations that have occurred in recent decades. The current occupants of the house are currently rebuilding and remodeling the front porch, replacing the original porch roof, posts, and floor.

The principal investigator was denied access into the interior. However, a cursory examination of the interior from the front entrance suggests that the interior has undergone a variety of other alterations, including modern paneling. Furthermore, according to Williams (1984, 111), the original center hall which extended through the main block has been removed.



Plate 14. McCombs House, Facade, Looking West.



Plate 15. McCombs House, North Elevation, Looking South.

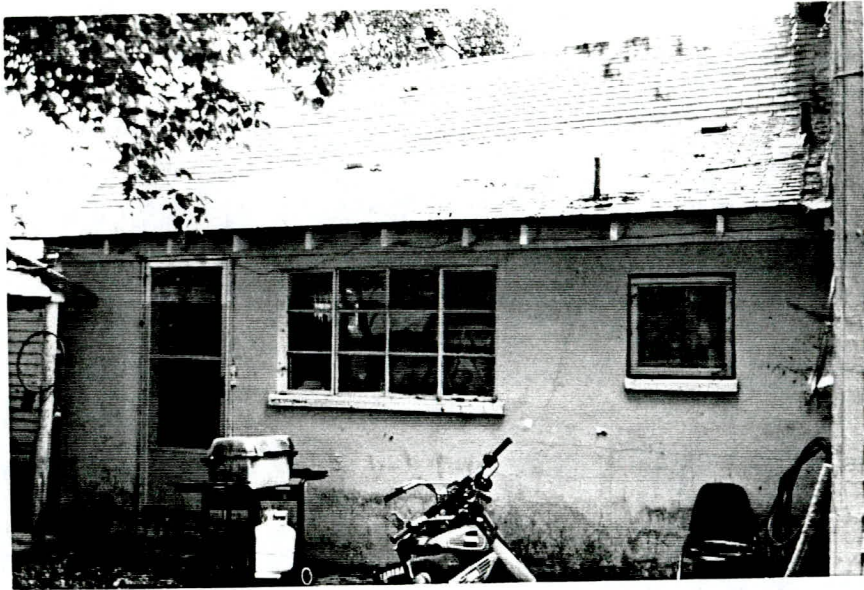


Plate 16. McCombs House, Rear Ell, Looking Northwest.



Plate 17. McCombs House Property, Outbuildings, Northwest of House Looking West.

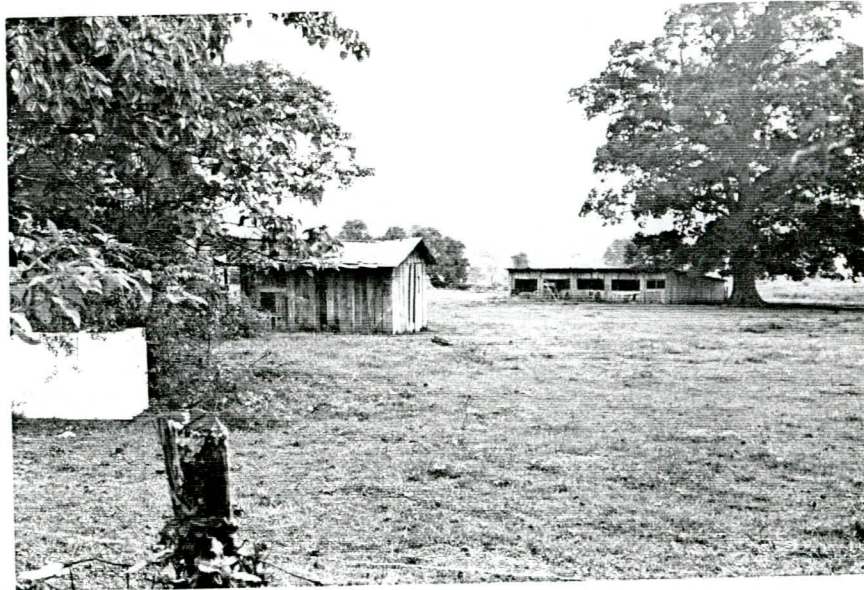


Plate 18. McCombs House Property, Outbuildings in Farmyard, Looking West.

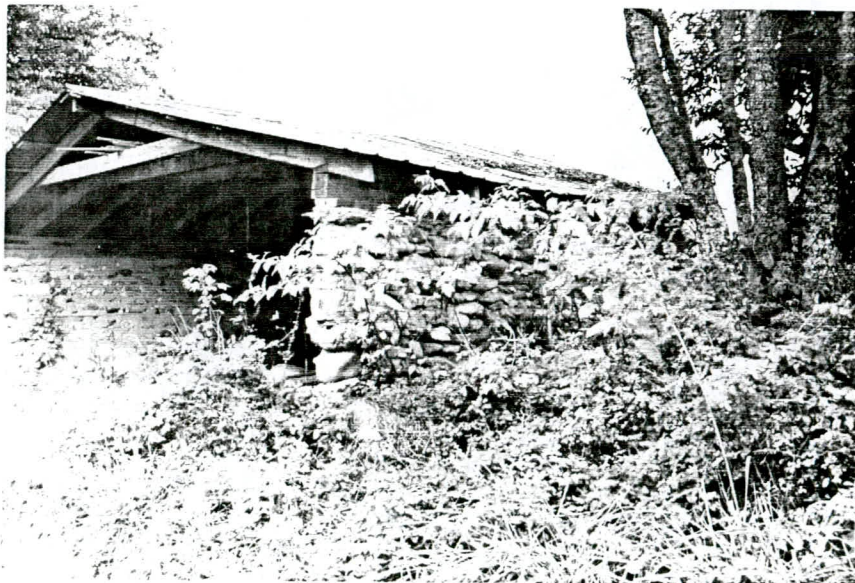


Plate 19. McCombs House Property, Auto Garage, Looking North.

Alfred Morgan House (No. 3) (p. 19)

Southwest side S.R. 1556, .6 mile south of junction with S.R. 1558
Murphy vicinity

This story-and-a-half, frame house was built in the 1890s for Alfred Morgan, who migrated to Cherokee County from Macon County, North Carolina in 1892 (Plates 20-25). Morgan was a printer, photographer, and publisher of *The Western Democrat* newspaper in Murphy (Williams 1984, 109). Located on rugged, wooded terrain south of the Hiwassee River, the Morgan tract includes one outbuilding, an early twentieth-century, gable-front, frame wagon shelter/garage. The house is currently rental property and stands in good condition.

The Alfred Morgan House reflects the conservative tastes and traditional forms and plans that marked house designs in rural Cherokee County throughout the nineteenth and early twentieth centuries (Williams 1984, 79, 109). The weatherboard main body of the dwelling has a simple, rectangular form, with a full-height rear wing on the west side. The house includes vine-covered, dry-laid stone chimneys on the gable ends, and a steeply pitched, standing-steam metal, side-gable roof. Three gable-roofed dormers are positioned symmetrically over the three-bay facade, and a fourth dormer opens up the second story of the ell. A simple shed-roofed front porch with original square posts and balustrade extends across the three bays. The principal entrance is flanked by sidelights. The original portion of the house rests on a dry-laid stone foundation, which allows space for a basement. Double-hung, six-over-six windows with simple, flat lintels survive throughout the front block and on sections of the original ell.

Although the original front block is essentially intact, the exterior of the Alfred Morgan House has undergone a series of additions and alterations. The original rear ell has a replacement brick chimney, large sliding-glass doors on the west elevation, a concrete-block wing on the west elevation, and concrete-block and frame extensions on the south gable end. The rear porch along the east side of the ell has been enclosed and incorporated into a living room.

The interior of the Alfred Morgan House has also been extensively modernized. The original mantels have been replaced, walls sheet-rocked, and the original one-room-deep, center-hall plan radically altered by the removal of interior walls to open up the living room and dining room. (The principal investigator was allowed access into the interior, but interior photographs were not permitted.)

The Alfred Morgan House is not considered to be potentially eligible for the National Register under any Criterion. Because farming historically played a minor role on this wooded tract, and only one outbuilding survives, the property does not have agricultural significance under Criterion A. As the publisher of *The Western Democrat*, Morgan was an important member of the Murphy community, and a collection of his photographs is on file at the University of North Carolina, Chapel Hill. However, no existing research has revealed Morgan to be a publisher or photographer of such special significance for his house to be considered for eligibility under Criterion B, for significant person.

Finally, the house has undergone major alterations, and therefore is not considered potentially eligible for the National Register under Criterion C for architecture. Although the Morgan House illustrates the increasing popularity of story-and-a-half, center-hall dwellings in rural Cherokee County in the late nineteenth century, better-preserved examples survive, including the Abram Evans House in Ranger and the Hyatt-Hatchett House in Bellview (Williams 1984, 38-39). Furthermore, a host of other, more intact, frame dwellings of the late nineteenth and early twentieth centuries remain in rural Cherokee County, including the Price-Martin House, Samuel Stewart House, and Tobe Stalcup House (Williams 1984, 39-41, 118).



Plate 20. Alfred Morgan House and Setting, Looking South.



Plate 21. Alfred Morgan House, Facade, Looking South.



Plate 22. Alfred Morgan House, West Elevation and Rear Wings, Looking Southeast.



Plate 23. Alfred Morgan House, East Elevation, Looking West.

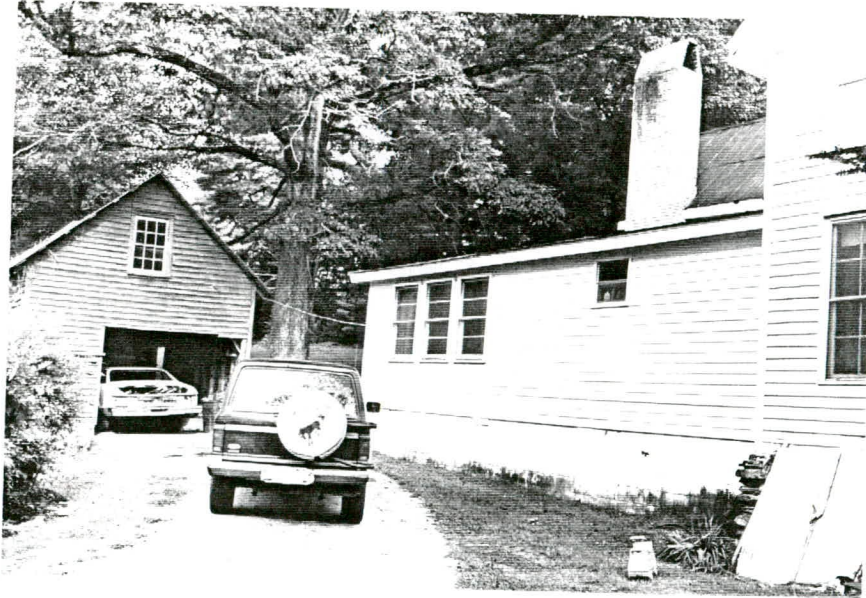


Plate 24. Alfred Morgan House, East Elevation of Rear Wing, Outbuilding, Looking Southwest.



Plate 25. Alfred Morgan House, Rear Elevation, Looking North.

Water Treatment Plant (No. 4) (p. 22)

South side U.S. 64, .2 mile east of junction with U.S. 19-124-74
Murphy

Located on the northeast bank of the Hiwassee River, the Water Treatment Plant for the town of Murphy was constructed on this site in 1925-1926. This facility replaced a less sophisticated gravity system, which had served the community from 1909 (Stanley Johnson Interview 1992). Today the treatment plant consists of the original 1925-1926 section (east side) and a later addition of approximately equal size and design constructed ca. 1956 (Plates 26-31). The plant is no longer in use, having been replaced in recent years by a modern water treatment facility.

This utilitarian one-story, flat-roofed building has a steel frame, a red-brick exterior laid in a common bond, and a concrete foundation. Concrete coping accents the roof line. Facing U.S. 64, the eight-bay facade consists of five bays on the east side marking the 1925-1926 plant, and three western bays which constitute the subsequent expansion. While similar 16-pane, steel-sash, casement windows with concrete lintels and sills exist on both portions of the plant, the earlier section is distinguished by its darker red brick, the raised horizontal brick band above the windows, and the slightly projecting brick pilasters which define the center and the corners of the original building. Concrete-lined sediment basins are located on both the east and west elevations.

An interior brick wall divides the two sections of the building. The interior, which is painted white, has exposed brick and concrete surfaces and exposed steel beams, rafters, and joists. The interior tanks and meters were installed in 1963, when improvements to the building occurred (Stanley Johnson Interview 1992).

The Water Treatment Plant is not considered to be potentially eligible for the National Register under any Criterion. The building has undergone major changes, notably the ca. 1956 addition, which approximately doubled the size of the 1925-1926 plant. In addition, the facility's equipment, including tanks,

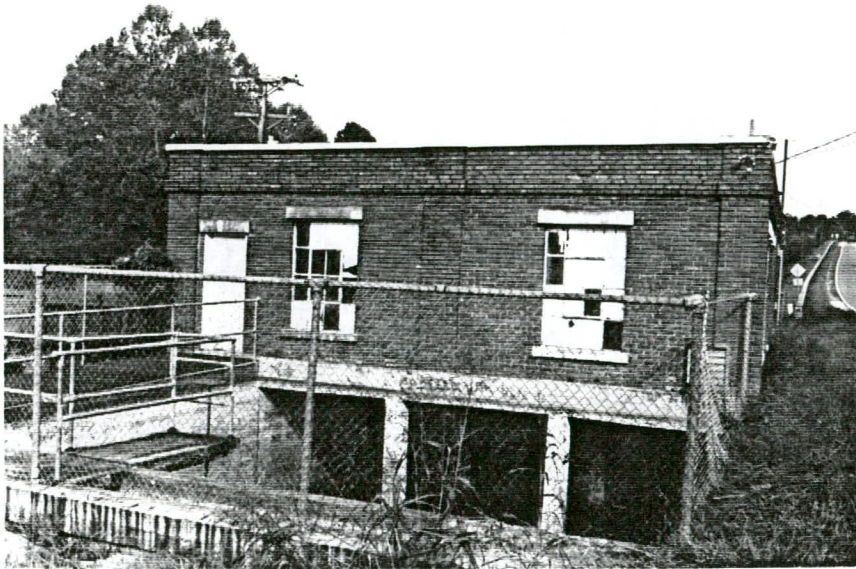


Plate 28. Water Treatment Plant, East Elevation, Looking West.

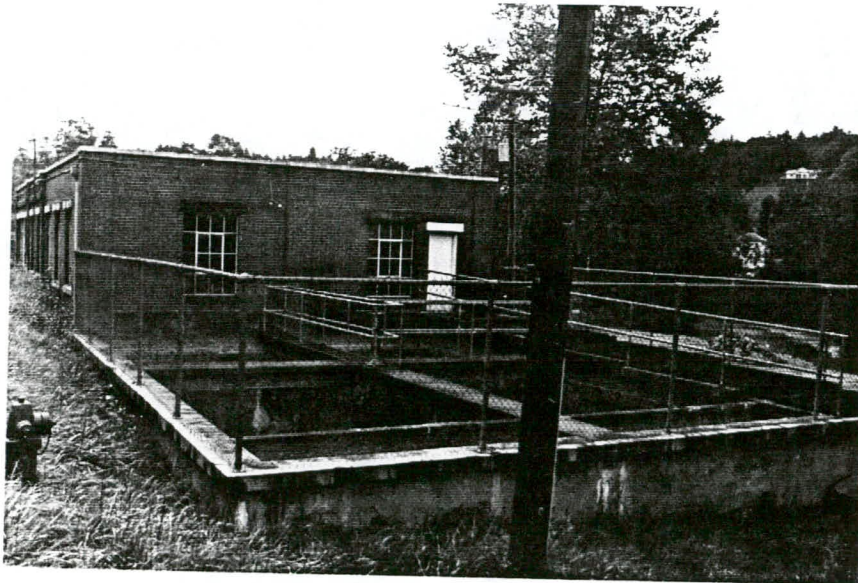


Plate 29. Water Treatment Plant, West Elevation, Looking East.

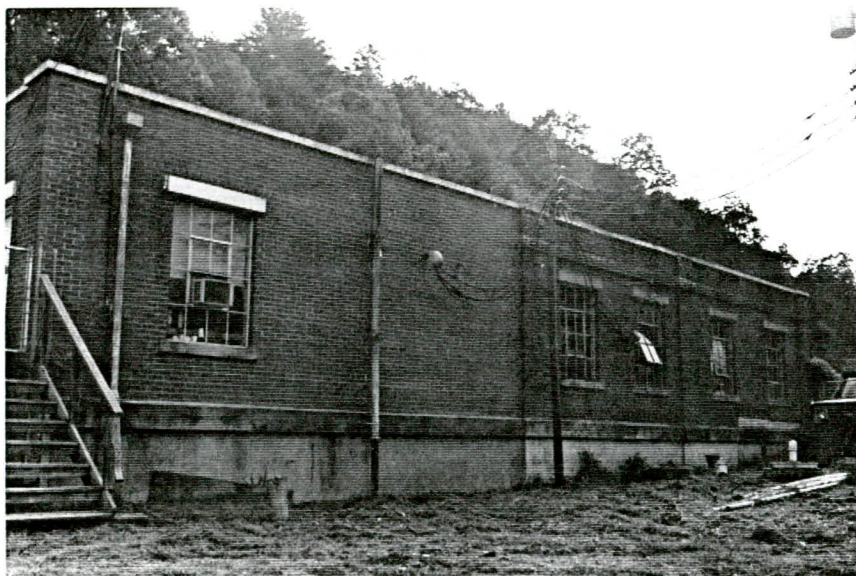


Plate 30. Water Treatment Plant, Rear Elevation, Looking North.



Plate 31. Water Treatment Plant, Interior of 1925-1926 Section.

SUMMARY OF ARCHITECTURAL RESOURCES SURVEY

Five properties were evaluated to determine their eligibility for listing in the National Register of Historic Places. None of them was considered to be potentially eligible. The ineligible properties were the George Fleming House (No. 1); McCombs House (No. 2); Alfred Morgan House (No. 3); and Water Treatment Plant (No. 4). One previously recorded property, the Haigler Log House, no longer remains on its site within the A.P.E., and was apparently relocated to Clay County, North Carolina since 1984. A brief synopsis of the ineligible resources follows.

Potentially Ineligible Properties

The George Fleming House was built ca. 1913 for railroad station master George Fleming. It is a one-story, frame dwelling displaying vernacular picturesque elements of style. Currently rental property and in need of extensive repairs, the house is not considered to have the special significance for National Register eligibility.

The McCombs House illustrates the ca. 1922 remodeling of the ca. 1850 residence of Robert Dale McCombs. The existing two-story, double-pile, hip-roofed dwelling has undergone a series of subsequent alterations, including replacement chimneys, windows, and front porch. The original McCombs tract, which was one of the major antebellum estates along the Hiwassee River, has been partially subdivided for residential and institutional land uses. No antebellum architectural resources survive on the property. Because of the alterations to the house and changes to the original McCombs landholdings, the property is not considered to be potentially eligible for the National Register.

Located on a wooded, rural site south of the Hiwassee River, the Alfred Morgan House is a story-and-a-half, frame dwelling erected in the 1890s. Morgan was the publisher of *The Western Democrat*, a photographer, and printer. The exterior of the main block is basically intact, including rock chimneys and a shed-roofed front porch. However, major additions and alterations have occurred to the rear of the house, and the interior has been extensively

remodeled. Because of such changes the Alfred Morgan House is not considered to be potentially eligible for the National Register.

The Water Treatment Plant, which faces U.S. 64 on the northeast side of the Hiwassee River, is a one-story, brick building erected ca. 1925-1926 and expanded ca. 1956. No longer in use, this public works facility is a basically utilitarian building. Because of the major addition in ca. 1956, which approximately doubled the original size of the building, and subsequent improvements to the plant, the Water Treatment Plant is not considered to possess the special significance for National Register eligibility.

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APPENDIX

A.P.E. Map
Contract Specifications



INTRODUCTION

The purpose of the contract between Mattson & Associates and HDR Engineering, Inc. of North Carolina, based upon this proposal, is to conduct a cultural resources survey within the area of potential effects for the US 64 Proposed Relocation (TIP R-977). Based upon the results of the survey, an architectural resources survey and evaluations report will be prepared according to the requirements set forth in Attachment B: Description of Services Required for Consideration of Cultural Resources in the Preparation of Environmental Documents (22 August 1989), and the Guidelines for the Preparation of Reports of Historic Structures Surveys and Evaluations Submitted to the North Carolina State Historic Preservation Office (Survey and Planning Branch, 1989). This proposal and the subsequent contract do not include the preparation of Sections VIII. and IX. of Attachment B.

The goal will be to identify all historic or potentially historic properties as defined by the criteria for the National Register of Historic Places.

WORK PROGRAM FOR ARCHITECTURAL SURVEY REPORT

The purpose of the Architectural Survey Report will be to examine buildings, structures, objects, districts, and cultural landscapes of potential architectural and/or historical significance that would likely be affected by the proposed US 64 project. The investigation will be conducted through implementation of these steps:

1. Data collection through examination of published historical and architectural works, files of the North Carolina State Historic Preservation Office Survey and Planning Branch, and historic maps and photographs. Primary resources including county records and pertinent collections in the state archives and other repositories will be examined if determined to be helpful. Interviews with local historians and knowledgeable citizens will be conducted. This historical background research will culminate in an essay analyzing the history and architecture of the general study area, and establishing contexts for reference in the report.
2. Field survey during which all properties in the area of potential effects that are fifty years of age or older, and which in the professional judgement of the surveyor are worthy of being so recorded, will be photographed and keyed to USGS maps. A list of the properties photographed will be prepared noting properties listed in or determined potentially eligible for the National Register, and those properties that do not appear to meet the National Register criteria.
3. Historic Structures Data Sheets will be completed for those properties which have not been previously recorded and are to be included in the body of the survey report. The data sheets for

previously recorded properties may also need to be updated (for those properties included in the body of the report).

4. Preparation of the preliminary draft and preliminary survey reports according to the appended Guidelines.
5. Providing summary of Step 4 for the DEIS.

DELIVERABLES

The following documents will comprise the product to be delivered to HDR Engineering and other appropriate parties by Mattson and Associates:

1. Project area Photographic Inventory including 3X5 black and white photographs, labeled, keyed to USGS topographic maps, and accompanied by a list categorizing all properties as to their listing in or eligibility for the National Register of Historic Places.

2. Draft survey report prepared according to the Guidelines set forth by the North Carolina SHPO.

3. Final survey report incorporating suggestions received concerning the content of the draft report.

4. North Carolina Site Forms and accompanying documentation for properties requiring recording at this level, i.e., those to be included in the body of the survey report.

5. Number of copies of reports to be submitted:

Three copies of the Draft Survey Report

Six copies of the Final Survey Report

WORK REQUIRING SEPARATE NEGOTIATIONS

The following items, detailed in Sections VIII and IX of Attachment B, will require separate negotiations:

1. Formal "Requests for Determination Eligibility" submitted to the Secretary of the Interior.

2. Any 4(f) Statements required.

3. Memoranda of Agreement.

PROPOSED SCHEDULE

The schedule for this project will be determined in consultation with HDR Engineering based upon the correlation of the survey report with other environmental documents.