



## 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

January 26, 1993

Kenneth M. Justice, P.E.  
Hobbs, Upchurch and Associates, P.A.  
P.O. Box 1737  
Southern Pines, NC 28288

Re: Proposed Sanford-Lee County Airport, HUA No.  
9103, CH 93-E-4220-0434

Dear Mr. Justice:

We have received the Environmental Assessment (EA) for the above project from the State Clearinghouse. We note that the historic structures survey report is included in the EA and would like to comment.

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

Obediah Farrar House (LE 687). Criterion C--This antebellum farmhouse is an intact example of a Greek Revival style dwelling built in mid nineteenth century rural North Carolina. (Please note our comments in the attachment.)

Farrish-Lambeth House (LE 736). Criterion C--This antebellum farmhouse is a fine example of a Greek Revival style dwelling built in mid nineteenth century rural North Carolina. (Please note our comments in the attachment.)

Until additional information for the properties listed below is provided, we are unable to make a determination of their eligibility for the National Register:

Charles B. Crutchfield House (LE 238)

Hayden-Luxton House (LE 239)

In general the report meets our office's guidelines and those of the Secretary of the Interior. Specific concerns and/or corrections which need to be addressed in the preparation of a final report are attached for the author's use.

Once we have made our final eligibility determinations, we will comment upon the project's possible effects upon the National Register-eligible properties.

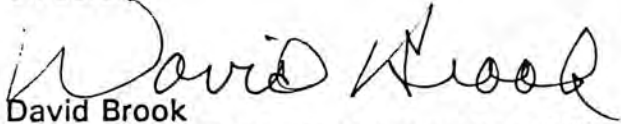
Kenneth M. Justice  
January 26, 1993, Page 2

As noted in the EA, Phase II testing of archaeological sites 31LE83 and 31LE86 was recommended. Although the field research portion of this Phase II has been completed, the resulting report is in preparation. We will submit comments concerning the National Register eligibility and any necessary mitigation measures for these two sites after our report review is completed.

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.

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

Attachment

cc: State Clearinghouse  
Bob Joyce, Lee County  
Loretta Lautzenheiser, Coastal Carolina Research  
Bill Maslyk, NC Division of Aviation

bc: 106  
✓ Brown/Stancil  
Claggett/Hall  
County  
RF

## ATTACHMENT

### HISTORIC STRUCTURES SURVEY REPORT FOR PROPOSED SANFORD-LEE COUNTY AIRPORT, LEE COUNTY, HUA NO. LE 9103, CH 93-E-4220-0434

#### Specific Comments:

1. Obediah Farrar House (LE 687). Intergenerational or interfamilial patterns of settlement do not relate to an area of significance. Thus, based upon the information given in this report, this property is eligible only under Criterion C. Please note that Dan Pezzoni (telephone 703/366-7657) is currently preparing a National Register nomination for this house. Approximately thirty to forty acres are associated with the house. The revised report should reflect this acreage, rather than the ten acres, and include a site plan showing the appropriate boundaries with structures and landscape features.
2. Farrish-Lambeth House (LE 736). Intergenerational patterns of settlement do not relate to an area of significance. Thus, based upon the information given in the report, this property is eligible only under Criterion C. Also, we need a site plan showing the appropriate boundaries, the house, outbuildings, and landscape features included within the suggested thirty-acre parcel.
3. Charles B. Crutchfield House (LE 238). Though we are inclined to agree that this property is not eligible for the National Register, the report does not reveal enough information about the property. What changes have been made to the interior and how has the property lost integrity?
4. Hayden-Luxton House (LE 239). We believe that this property may be eligible under Criterion C. Please provide interior photographs of the mantles, stairway, and other details revealing the interior's integrity. Have any changes been made to the interior or exterior? Also, a site plan showing the boundaries, the house, outbuildings, and landscape features should be provided along with the amount of acreage.



## 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

July 21, 1993

Ken Justice  
Hobbs, Upchurch, & Associates, PA  
P.O. Box 1737  
Southern Pines, NC 28388

Re: Addendum to the Historic Structures Survey  
Report for the proposed Sanford-Lee County  
Airport, HUA No. 9103, CH 93-E-0000-0949

Dear Mr. Justice:

We have reviewed the addendum to the historic structures survey report prepared by Mary Reeb included in the revised Environmental Assessment for the above project and would like to comment.

We are unable to determine whether the Charles B. Crutchfield House (LE 238) and the Haydon-Luxton House (LE 239) are eligible for listing in the National Register of Historic Places based upon the information provided in the report and its addendum. Also, from our recent conversations with Mr. Raymond Brookins of the Charles B. Crutchfield House we have gathered additional information regarding the properties and feel that a site visit is necessary. Members of our staff are planning to visit the properties in the near future to assess the significance of the houses and accompanying outbuildings. Once we have visited the sites, we will notify you of our findings regarding the eligibility of the Charles B. Crutchfield House and the Hayden-Luxton House.

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.

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,

A handwritten signature in cursive script that reads "David Brook".

David Brook  
Deputy State Historic Preservation Officer

DB:slw



cc: Bob Joyce  
Lee County  
P.O. Box 1968  
Sanford, NC 27331-1968

Bill Maslyk  
North Carolina Division of Aviation  
Department of Transportation  
Raleigh, NC

Raymond Brookins  
3901 Lower Moncure Road  
Sanford, NC 27330

Perry Luxton  
3508 Lower Moncure Road  
Sanford, NC 27330

Mary Reeb  
608 Laurel Hill Road  
Chapel Hill, NC 27514

bc: File  
✓ Brown/Stancil  
County  
RF



## 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

August 4, 1993

Ken Justice  
Hobbs, Upchurch, and Associates, PA  
P.O. Box 1737  
Southern Pines, NC 28388

Re: Proposed Sanford-Lee County Airport, HUA No.  
91-3, CH 93-E-0000-0949

Dear Mr. Justice:

To better assess the significance of the Charles B. Crutchfield House (LE 238) and the Hayden-Luxton House (LE 239), we recently visited these two properties which are located in the area of potential effect for the above project. Based upon our site visit, the survey site file for each property, and the information in the Lee County Multiple Property Documentation Form prepared by Dan Pezzoni, we concur with the Federal Aviation Administration's (FAA) determination that neither the Charles B. Crutchfield House nor the Hayden-Luxton House are eligible for the National Register of Historic Places. We feel that the Charles B. Crutchfield House has undergone too many character-altering changes and the Hayden-Luxton House is not an outstanding example of a vernacular I-house.

We have also reviewed the documentation provided in the Environmental Assessment to determine the project's effects upon the two National Register-eligible properties in the area of potential effect--the Farrish-Lambeth House and the Obediah Farrar House. We concur with FAA's determination that the project will have no adverse effect upon the Farrish-Lambeth House and the Obediah Farrar House, and are also willing to offer a finding of no effect. A determination of no adverse effect requires the concurrence of the Advisory Council on Historic Preservation prior to project initiation.

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.

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,

A handwritten signature in cursive script that reads "David Brook".

David Brook  
Deputy State Historic Preservation Officer

DB:slw



cc: Bob Joyce  
Lee County  
P.O. Box 1968  
Sanford, NC 27331-1968

Rick Barkus  
North Carolina Division of Aviation  
Department of Transportation  
Raleigh, NC

Raymond Brookins  
3901 Lower Moncure Road  
Sanford, NC 27330

Perry Luxton  
3508 Lower Moncure Road  
Sanford, NC 27330

Mary Reeb  
608 Laurel Hill Road  
Chapel Hill, NC 27514

bc: Highway  
Brown/Stancil  
County  
RF

# Architectural Resources Survey Report

Sanford-Lee County Airport, Lee County, North Carolina

HUA LE9103

Mary L. Reeb

Prepared for Hobbs, Upchurch and Associates, P. A.  
Southern Pines, NC  
August 1992



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## Management Summary

### Project Summary

The North Carolina Department of Transportation, Division of Aviation, in conjunction with Lee County and the City of Sanford, NC, proposes to build a new airport in northern Lee County. The proposed Sanford-Lee County Airport will be located between the CSX Railroad tracks, Lower Moncure Road, and Lee's Chapel Road in northern Lee County (see enclosed map below), an area of approximately 560 acres. The project sponsor is the Federal Aviation Administration through the North Carolina Department of Transportation. The Prime Consultant is Hobbs, Upchurch and Associates, P. A. of Southern Pines, NC.

State Clearinghouse Number: 93-E-00000045

### Purpose of the Project:

The proposed project will replace an airport facility in southern Lee County that has become inadequate for current levels of aviation traffic to and from this part of the state.

The airport facilities will consist of a paved 5,500 foot runway with a northeast/southwest alignment, 100 feet in width, a full parallel taxi way, 50 feet in width, an aircraft parking apron, terminal building, medium intensity runway edge lighting, full instrument landing system, and related support facilities. The runway will be ultimately expanded to 6,500 feet.

A detailed site selection process was conducted in order to determine the site for the proposed airport. After preliminary environmental and other investigations were conducted on five sites in northern Lee County, the above site was chosen as the best place to construct an airport .

Purpose of this Report:

The purpose of this report is to comply with Section 106 of the National Historic Preservation Act (1966) and the Advisory Council on Historic Preservation's Regulations of Compliance, codified at 36 CFR Part 800. This law requires that federal agencies consider the effects of their actions on historic properties and seek comments from an independent reviewing agency, the Advisory Council on Historic Preservation, to avoid unnecessary harm to historic properties from Federal actions. A program for identification, assistance, and protection of historic properties, Section 106 requires that the effects of an agency's proposed action on historic properties be assessed. If there is an adverse effect, consultation is needed to avoid, reduce, or mitigate that harm (Advisory Council on Historic Preservation, *Section 106, Step-by-Step*, October 1986).

Methodology:

In the course of this study, an intensive-level survey was conducted within the area of potential effect (APE, see below). It included vertical site file review in the North Carolina Division of Archives and History, photo documentation, field analysis, document identification and research, and interviews. Those interviewed were familiar with the history of the region and/or selected standing historic architectural resources within the APE. All potentially eligible properties likely to be within reach of effects flowing from the project were examined. These effects included those that would alter a property's historic environment and integrity, e.g. audible, visible, and atmospheric effects; or changes to character or use.

A comprehensive survey of Lee County historic architectural resources was being conducted simultaneously with this study by Daniel Pezzoni of Roanoke, Virginia. The information from the Pezzoni survey had not yet been filed with the State of North Carolina's Division of Archives and History at the time of the present study, but

documentation from that study had been prepared and copies of the relevant documents, including field notes and site file forms, were received directly from Mr. Pezzoni, as was other information about the region that he had gleaned. The fact that information had been collected as recently as March, 1992 on sites in the project area and that a Study List application of National Register eligible resources had been approved by the State of North Carolina's State Historic Sites Preservation Review Board at their July 1992 meeting, meant that information about Lee County resources was as up to date and comprehensive as any in the state and coincides with decisions made in the field by the consultant on this study.

Eventually, all site files from this survey will be submitted to the Division of Archives and History in Raleigh including overview essays, photographs, field notes, maps, and computer data sheets. For this reason, other than the photo record and keyed site map, it was determined unnecessary to submit such information with this report. This decision was corroborated in conversation with the reviewer from the State Historic Preservation Office. (using Doug's survey site forms)

Finally, a photo record and map of all properties over 50 years old was made and will be submitted with this report as per *Guidelines for the Preparation of Reports of Historic Structures Surveys and Evaluations Submitted to the North Carolina State Historic Preservation Office* (August, 1989). → did not receive up to us EA

#### Description of the Area of Potential Effect:

The area of potential effect was determined to include all land scheduled to be acquired in the course of the project. This included land that will actually be disturbed by construction of the facilities. All told, this area consisted of a parcel of approximately 560 acres from the intersection of the CSX tracks and Lower Moncure Road (SR 1002) to a point west of Lee's Chapel Road (SR 1425) bounded by Hughes Creek, Ammons Farm Road, and rear property lines of residential parcels fronting Northern Ranches Road.

In addition, properties likely to be impacted by ancillary airport-related development along adjacent roads were examined. These included the extension of Lee's Chapel Road (SR 1425) to SR 1500 (Lower River Road), SR 1500 to the intersection of US 1, SR 1470 (Nance Road), SR 1439 (Forest Oaks Road), SR 1449 (Breezewood Road), and SR 1423 (Farrell Road to the intersection of SR 1423, Womble Road). In addition, properties on two short, unpaved roadways were examined: SR 1502 (Ragan Road) and SR 1501 (Barringer Road). Finally, since sound disturbance was determined likely to attend this project, an NR-eligible property on Deep River Road (SR 1466) approximately one mile northwest of the site was examined.

After determining what resources were likely to be present in this area through a conversation with Dan Pezzoni, consultant on the Lee County survey of historic resources, a reconnaissance-level survey of the entire project area was undertaken to identify potentially eligible sites and photograph all buildings over 50 years of age in 100% of the potentially effected area. This documentation was intended to provide a visual record of these resources for future planning.

Of a group of approximately <sup>incorrect see MR's memo 1/6/93</sup> 23 resources, four individual sites were examined in depth for likelihood of effect. These four sites are discussed in this document.

Determination of the APE was thus in line with standards and guidelines promulgated in the above referenced *Guidelines for the Preparation of Reports of Historic Structures Surveys and Evaluations Submitted to the North Carolina State Historic Preservation Office*.

#### Summery of Results:

Identified in the course of this investigation were four (4) residential agricultural resources. No National Register *listed* properties were identified. However, two of the four resources had been placed on the North Carolina Study List in July 1992, and were thus considered eligible for listing in the National Register pursuant to North Carolina Executive Order XVI, Protection and Enhancement of the Historical and Cultural Heritage of North

Carolina, and the North Carolina Environmental Policy Act, Chapter 113A, Article 1, which "declares a continuing state policy of conservation and protection of its natural resources and preservation of the important historic and cultural elements of our common heritage."

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Summary of Potential Effects:

Effects resulting from this project on the National Register eligible Obediah Farrar House are largely consequent, and depend on noise levels and direction of aircraft approaches and/or takeoffs from the northeast. The placement of this property in an isolated rural environment at the end of an unpaved, dead-end lane approximately .75 mile from the airport construction area, makes it unlikely that airport-related development will detrimentally impact this resource, however.

Effects on the NR eligible Farrish-Lambeth House would be negligible, given its distance from the airport (approximately one mile northwest of the airport site as the crow flies). In addition, the intervening arterial, US 1, is likely to carry the bulk of airport traffic to and from the facility and it may, thus, act as a barrier to effects on the primarily residential region of the county in which this property is located. Finally, the northeast/southwest-tending alignment of the runway suggests that aircraft noise would be concentrated on this axis, and noise from aircraft approaching and taking off would be



diffused, particularly if aircraft were required to turn away from this residential area on their trajectory to and from the airport.

Effects on the recorded Charles B. Crutchfield House would occur as a result of the property actually being taken or surrounded in the course of land acquisition. Effects on the Haydon-Luxton House on SR 1002 (Lower Moncure Road) at the intersection of SR 1425 (Lee's Chapel Road) would likely flow from the increased traffic that would attend airport development. As neither of these properties were deemed eligible for the National Register, such effects are moot.

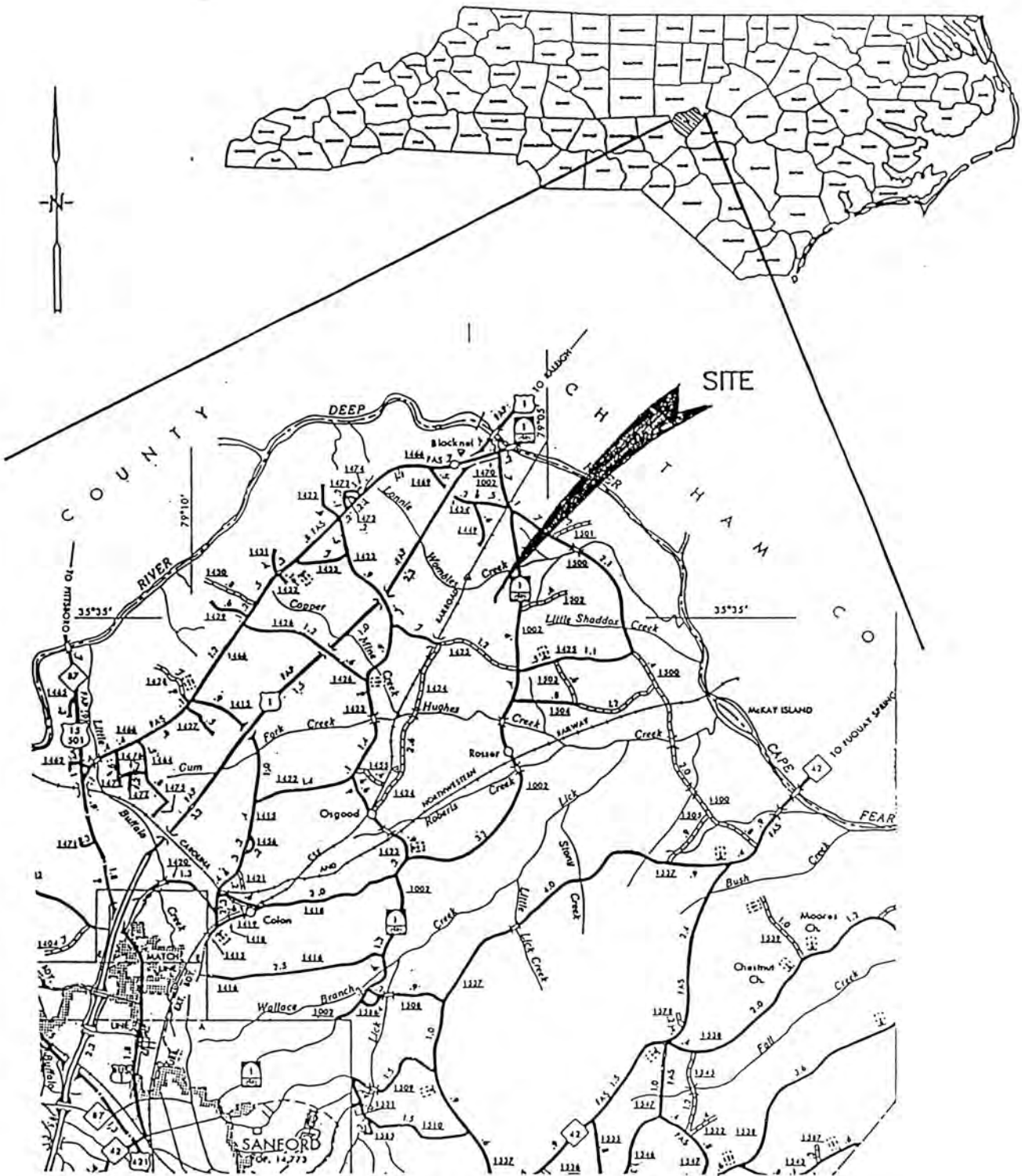
## Introduction

This project, the Sanford-Lee County Airport project (HUA LE9103). State Clearinghouse Number 93-E-00000045, is located in northern Lee County, northeast of Sanford, southwest of Moncure, NC, approximately one mile or less from the south bank of the Deep River. It consists of approximately 560 acres of land, of which approximately 310 acres will be disturbed for the construction of the facility.

The facility will include a paved 5,500 foot runway with a northeast/southwest alignment, 100 feet in width, a full parallel taxi way, 50 feet in width, an airport parking apron, terminal building, medium intensity runway edge lighting, full instrument landing system, and related support facilities. The runway will ultimately be expanded to 6,500 feet.

Enclosed maps indicate 1) the location of the project in relation to Piedmont North Carolina; 2) the boundaries of the project in relation to its immediate surroundings in Lee County, and 3) architectural resources and the area of potential effect (APE).

Determination of the area of potential effect was made in the field after a preliminary examination of USGS maps of the project area, cross referenced with existing maps on file in the North Carolina Division of Archives and History to pinpoint known historic structures likely to be within reach of effects of this project. The fact that a comprehensive survey of this county's cultural resources was just being completed and that mapping and documentation of existing resources was not yet on file in Raleigh made this process somewhat tentative. This problem was alleviated by a direct exchange of information with the cultural resources consultant on the Lee County survey project.

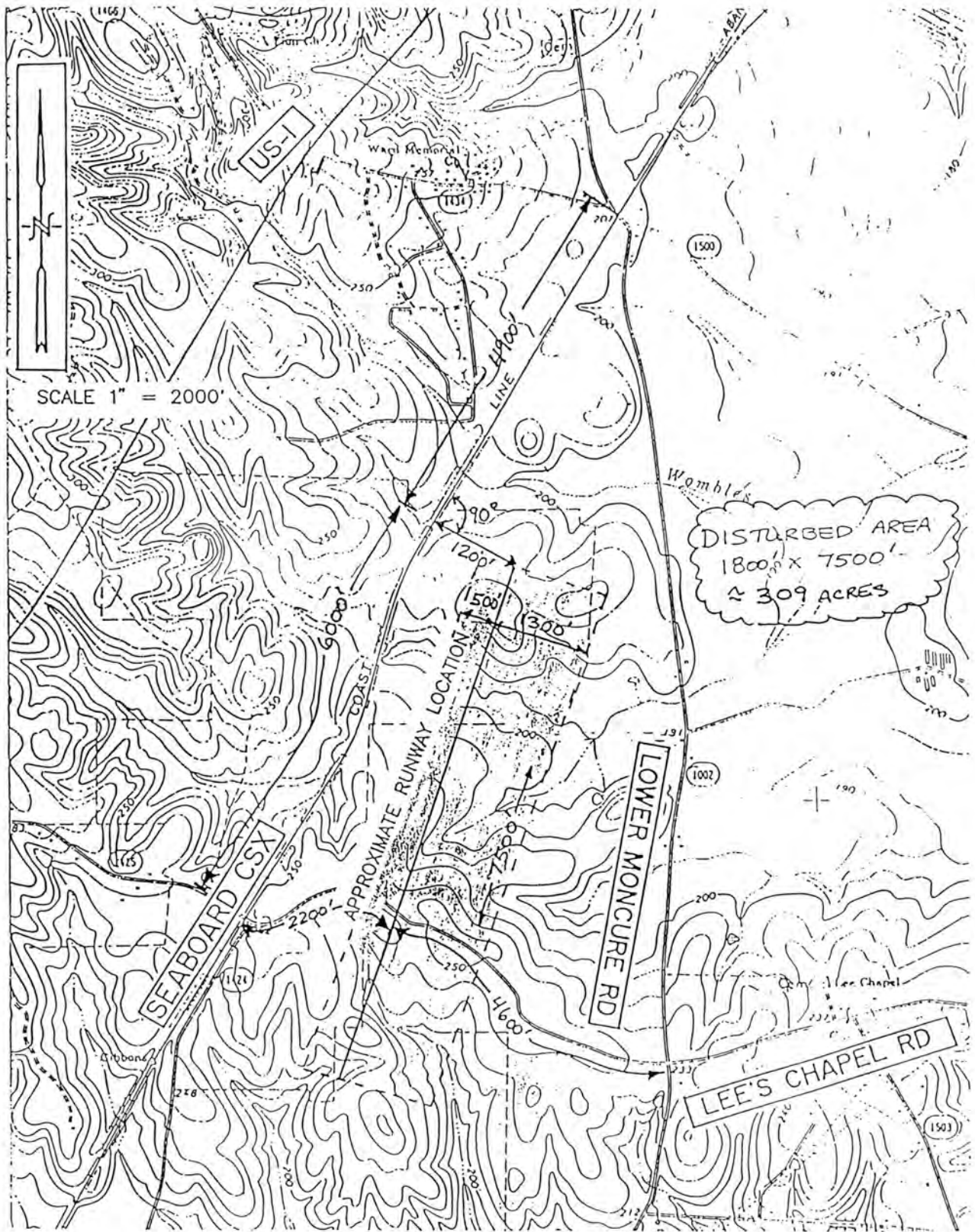


1. HUA LE9103 Project Area

FIGURE #1

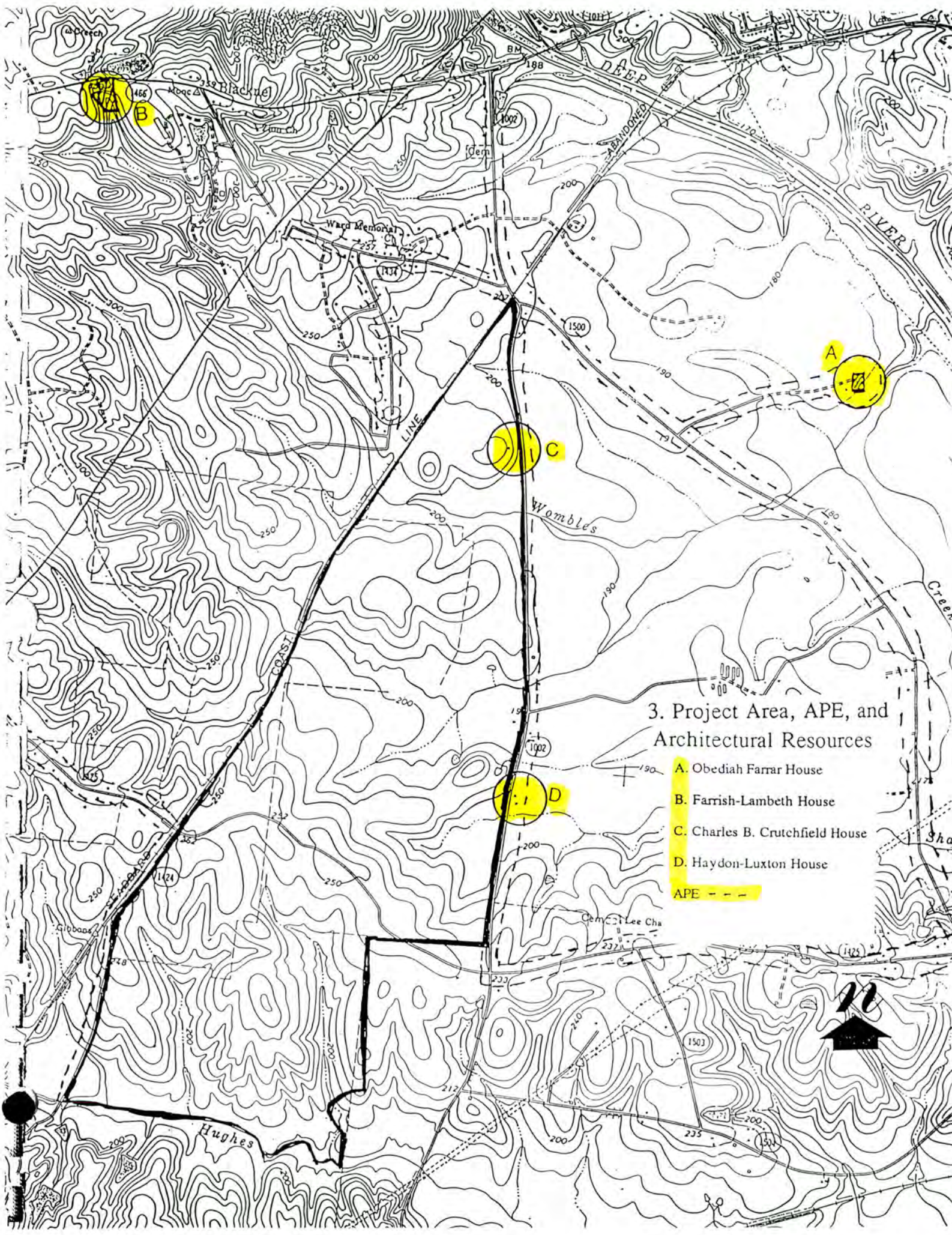
SITE LOCATION

PROPOSED SANFORD-LEE COUNTY AIRPORT



2. Project Area and Immediate Surroundings

PROPOSED  
SANFORD-LEE COUNTY AIRPORT



### 3. Project Area, APE, and Architectural Resources

- A. Obediah Farrar House
- B. Farrish-Lambeth House
- C. Charles B. Crutchfield House
- D. Haydon-Luxton House
- APE - - -

Next, a survey was done to confirm map-identified and other potentially eligible properties in the field and assess the nature of intervening topography, ground vegetation, landscaping, distances, and adjacent transportation-related and other standing structural development to determine the likelihood of effects. Depending on such factors, the APE included all structural material within the 560 acre site to be acquired as well as material from .5 to 1 mile distant from the site along public roads and in the center of rural parcels.

Personnel and Contract Specifications:

Sponsoring Agency: NC Department of Transportation, Division of Aviation, acting for the Federal Aviation Administration.

Prime Consultant: Hobbs, Upchurch and Associates, P. A., 290 S. W. Broad Street, Southern Pines, NC 28388.

Sub consultant and Principal Investigator: Mary L. Reeb, Ph. D., Historic Preservation Services, 608 Laurel Hill Road, Chapel Hill, NC 27514.

Dates of Survey: 3 and 6 August 1992.

The project requirements are Specified in *Guidelines for the Preparation of Reports of Historic Structures Surveys and Evaluations Submitted to the North Carolina State Historic Preservation Office* (August, 1989). Contract specifications and scope of work are contained in the Appendix of this document.

## Physical Environment

### Geography and Natural Resources

The effective environment of this project is approximately .75 square miles (560 acres) in Lee County, North Carolina, on the edge of the area known as the North Carolina Piedmont. This Piedmont region, approximately 45% of the state, is the middle tier of a three-tiered geography including the wide Coastal Plain to the east and a band of mountainous terrain to the west.

The Piedmont region is gently to steeply rolling, sloping from about 300 feet above sea level at its eastern edge to 1,500 feet above sea level as one reaches its western limits. Most of the project area lies in the Deep River or "Sanford" basin of the Piedmont, the largest of two southern land basins, the Sanford and the Pekin, this one extending from Oxford south the South Carolina line at Anson County, or 150 miles at an average width of 5 to 18 miles.<sup>1</sup>

This basin is bordered by normal faults of vertical displacement, with the area between depressed in a form called a "graben." Beds of gravel and sand in this basin dip towards the eastward (or "Jonesboro") fault and consist of a variety of stones: red, brown, purple, or gray claystone, shale, siltstone, and sandstone. Conglomerate rock predominates, with much dark gray shale and coal bearing material. Many reptile and plant fossils are found in the region.<sup>2</sup>

<sup>1</sup> James W. Clay, Douglas M. Orr, Jr., and Alfred W. Stuart, Eds., *North Carolina Atlas: Portrait of a Changing State* (Chapel Hill: UNC Press, 1975) p. 119.

<sup>2</sup> *Ibid.*

As a result of this underlayment, the crushed stone, sand, and gravel produced in Lee and adjacent counties accounted for over half of the total mineral wealth of North Carolina in the mid 1970's. In its late 19th and early 20th century history, Lee County was known for the brick clay produced there and for its sandstone or brownstone quarrying. Coal was mined in the 19th century along the Deep River in Chatham and Lee Counties from the 40" thick Cumnock seam.<sup>3</sup>

The immediate project area is in the most fertile part of the region and the earliest settled, the Deep River bottom. The soils of most of the surrounding region are White Stone-Creedmoor and Mayodan-Creedmoor soils, loamy and clayey, mildly acidic soils found throughout the imperfectly drained Cape Fear River basin<sup>4</sup> which includes the Deep, Haw and Rocky Rivers, all of which occur north and east of the project area. The productive capacity of these soils is moderate, and the agricultural output of the region includes corn, tobacco, wheat, soybeans and, to a lesser degree, cotton. The region also produces hogs, beef, and dairy products.<sup>5</sup>

The principal trees of the region are loblolly, shortleaf, and white pine, with intermittent hardwoods: oak, scrub oak, and hickory. The biggest town and county seat, Sanford, is a trading and industrial center, and a secondary transportation hub, whose main industries include tobacco production, furniture, electrical equipment, apparel, brick making, and quarrying.<sup>6</sup>

### Structural Development

The airport site is in the northeast corner of Lee county which is shaped somewhat like a parallelogram, the Deep River forming its northern boundary. The region is

<sup>3</sup> *Ibid.*, pp. 123-4.

<sup>4</sup> *Ibid.*, pp. 145-48.

<sup>5</sup> *Ibid.*, pp. 193-4.

<sup>6</sup> *Ibid.*, pp. 206-7.



primarily "rural non-farm," though in its 19th and early 20th century history it was primarily agricultural, and farm residences and the ruins of barns and other outbuildings give abundant evidence of this agricultural past. This phenomenon of numerous abandoned farm structures is accounted for by the fact that over its history, Lee County suffered a rather significant depopulation, partially due to the movement of rural people to Piedmont towns and cities in the mid-20th century. At least three abandoned rural residential structures and some ruined storage and tobacco barns are found in the project's APE, and one significant complex of abandoned agricultural outbuildings occurs just outside, along Ammons Farm Road.

Nevertheless, four residential agricultural resources remain, three of which, the Haydon-Luxton House (ca. 1850) Obediah Farrar House (ca. 1850), and the Farrish-Lambeth House (ca. 1850) date from the mid-19th century. In addition, one notable agricultural structure, a log potato house on the Charles B. Crutchfield farm gives evidence of the 19th and early 20th century agricultural history of the region, and the ridged timberland southwest of the Obediah Farrar House, today surrounded by cultivated fields of tobacco, suggests the region's agricultural continuity and the extent of this activity in the past.

Additional agricultural activity of a more recent vintage is found at the Ragan farm complex in the project area, a grouping of contemporary livestock buildings. Logging and timber or paper producing activity are also found along Lower Moncure Road. In the main, however, this region has an ex urban flavor. Most of the region's residential material consists of small, single or two-story contemporary houses built along the roads in small development clusters (one of which, northeast of the project, is the cohesive Ward's Chapel community) interspersed with a number of trailer homes. Other than the lumbering activity noted above, the area contains almost no commercial development, no commercial strips, food pantries, fast food establishments, or gas stations. Most of this type of development has occurred west of the area, along the US 1/15-501 Sanford Bypass.

## Architectural and Historical background: Context

### Early Settlement:

Until 1907, Lee County (named for Robert E. Lee) did not exist except as part of several larger units, until the late 18th century Cumberland County; afterwards, Chatham and Moore Counties.

Counties, called "precincts" until 1739, were types of governmental organization established, somewhat imperfectly, for the eight Lord's Proprietors through the Fundamental Constitutions, a document written in 1669 by Social Contract philosopher John Locke. Its elements were put into practice in the Albemarle region (which became North Carolina itself in 1670) as a representational form, and evolved throughout the first century of settlement as the population increased.<sup>7</sup>

The Lee County region was settled by the same types of yeoman farmers that settled the Piedmont and Sandhills regions that formed it: German, English, Scots-Irish (or Irish Protestants as they preferred to be called), a smattering of French, Welsh, and some Quakers of several nationalities. Most of these people arrived overland from earlier, colonial, settlements, from the Albemarle, or from Virginia and Pennsylvania through the Valley of Virginia along what was then known as the Great Pennsylvania Wagon Road.

Another group of settlers to the region were the Highland Scots, who began moving up the Cape Fear River Valley to settlements along the Upper and Lower Little

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<sup>7</sup> David Leroy Corbitt, *The Formation of the North Carolina Counties, 1663-1943* (Raleigh: State Department of Archives and History, 1950, 1975) p. xvii.

Rivers and the Deep River from their earliest settlement area near Cross Creek (Fayetteville) in the first third of the 19th century. These Highlanders had begun arriving in North Carolina in the 1730's. They were the only group from this early period to immigrate to North Carolina directly from Europe, beginning when a boatload from Scotland via the Hebrides arrived in Wilmington in 1736.

The Highland Scots from this earliest period settled property in the upper Cape Fear region and, in 1740, pleased with their surroundings, petitioned the assembly and Governor Johnston, a Scotsman himself, saying "If Proper encouragement be given them, they'll invite the rest of their friends and acquaintances over." The assembly, accordingly, voted to exempt new Scots Highland settlers from all taxation for ten years if they would settle North Carolina in groups of forty or more, with particular encouragement to be given to "Protestants from foreign parts."<sup>8</sup>

This policy of settlement was given an additional boost after 1746 when the Scots were defeated by the English at the Battle of Culloden. Their clans were broken up, their lands confiscated, and pardons given all Scotch "rebels" who would take an oath of allegiance to England and thereafter emigrate to America. This combination of push and pull created, according to a contemporary account, a "Carolina mania" among the Highlanders "which was not broken until the Revolution."<sup>9</sup>

African-Americans were among the earliest immigrants to the Lee County region as well. In 1755, Cumberland County listed 205 households on its tax list of which 25 (or 12%) owned slaves. Of this number, the largest single slave-holding family owned 8 slaves. By 1790, this number had increased to 20%, and it continued to increase to roughly 28% by 1860. A larger percentage of slaves occurred in the northern half of Chatham

<sup>8</sup> Hugh Talmage Lefler and Albert Ray Newsome, *The History of a Southern State: North Carolina*, 3rd Edition (Chapel Hill, UNC Press, 1973) pp. 79, 80.

<sup>9</sup> *Ibid.*

County (37%) than in the southern half of Moore County (26%).<sup>10</sup> Approximately two dozen families were listed as free blacks in 1860.

The Lee County region's largest slave owner was Elias Bryan who owned over 60 slaves on his 3,000 acre plantation near the present-day intersection of US 1 and the Deep River. Most slaves were agricultural workers. Sometimes, however, they were lent out to build public projects such as plank roads, railroads, and river navigation improvements where they often worked side by side with Irish and Hungarian immigrant laborers. Occasionally, contractors on such projects owned their own slave crews.

After the Civil War, most of the freedmen families settled in Piedmont towns or in clusters around churches, where they engaged in agricultural tenancy or worked as servants, though an indigenous craft class continued from the ante-bellum period.<sup>11</sup>

#### Economic Development: Agriculture and Early Industry

Most of the immigrants to the Lee County region brought their subsistence agricultural practices with them. Eventually, however, products were farmed for cash. One Connor O'Dowd (also known as O'Connor O'Dowd, whose American descendants dropped the "O's" to become Dowds), an early Irish planter and Loyalist, owned over 7,000 acres near Carbondon, and had on hand 1,500 bushels of corn, 150 bushels of oats, 130 bushels of wheat and 100 bushels of rye when he was forced to flee during the Revolution.<sup>12</sup>

The predominant grain produced for sale was corn but other grains were produced as well, and there were at least three grist mills in the Cross Creek area by the mid-18th

<sup>10</sup> Daniel Pezzoni, "Statement of Historic Contexts," unpublished, Lee County MPDF, p. E.10.

<sup>11</sup> Pezzoni, *Op. Cit.*

<sup>12</sup> Pezzoni, *Op. Cit.*, p. E.1.

century, and 40 saw mills by 1764.<sup>13</sup>

Livestock production was also an important facet of Lee County's early economy. According to one source, "Many [colonial North Carolina] landowners received their major income from cattle and hogs." These livestock roamed freely, fattening on forested upland and oak mast, eventually overgrazing the longleaf pine forest of the Sandhills in lower Lee County, depleting and ultimately destroying it. Cattle herds among the Highland Scots could range between twenty and thirty head or larger in the late 18th century.<sup>14</sup>

Another reason for the destruction of the longleaf pine was the extensive naval stores industry practiced throughout the 18th and 19th centuries. North Carolina was the chief world-wide producer of naval stores, pitch, turpentine, rosin, and tar, from 1720 to 1870.<sup>15</sup> This industry accommodated to the agriculture that was practiced at the same time. Naval stores products could be harvested when bad weather prevented field work. The effects such harvesting had on the trees helped farmers clear the land, and it interacted with the lumber industry, since the necessity of shipping these products in barrels aided in the development of cooperage or barrel-making.

Lumbering was practiced in the project area into the contemporary period. As recently as the 1920's, a small community housing timber cutters was established near the railroad siding at the intersection of the CSX tracks, Lower Moncure Road, Lower River Road called Sewell's Landing.<sup>16</sup> At least one house and several log outbuildings remain at the site today. This community was also the site of what eventually became the oldest house in Lee County, the Bryan/Womble House, whose ruins occur just east of the Lower River Road/Lower Moncure Road intersection.

<sup>13</sup> Duane Meyer, *The Highland Scots of North Carolina* (Raleigh: Carolina Charter Tercentenary Commission, 1963) pp. 39, 40.

<sup>14</sup> Pezzoni, *Op. Cit.*

<sup>15</sup> Thomas Butchko, *An Inventory of Historic Architecture: Sampson County* (Raleigh: NC Department of Cultural Resources, 1980?) p. 93.

<sup>16</sup> Jane Barringer, owner, Obediah Farrar House, personal communication, 8 August 1992.

### Transportation

Prior to the mid-19th century, farmers and merchants relied on roads and rivers to transport their goods. The roads (including Ramsey's Road which crossed the Deep River at Ramsey's Mill near the present US 1 bridge across from the project area, and supposedly the escape route for Cornwallis after the Battle of Guilford Courthouse in 1781) were unpaved traces, for the most part, and the upper Deep River was nearly unnavigable to larger river traffic until the improvements undertaken in 1849 by the Cape Fear and Deep River Navigation Company, who built several locks and dams including a project begun in 1857 near Buckhorn Falls on the Deep River which replaced a canal and locks system started there in 1834.

Roadways were improved during the ante-bellum period through the construction of plank roads or "farmers' railroads." The most significant of these in the area were the Fayetteville and Western Plank Road (or "Appian Way") which ran along the county's southern border in the 1850's, and the Gulf and Graham Plank Road, begun in 1852 following the approximate alignment of SR 1007 in present-day Moore County.<sup>17</sup>

Railroads had the greatest impact on Lee County's economic development. The first one built into the Lee County area was the Western Railroad, chartered in 1852 to connect the Deep River coal field near Egypt (now Cumnock) to Fayetteville. Unfinished at the outbreak of the Civil War, it was further damaged during Sherman's march through the Carolinas.<sup>18</sup>

Other lines were attempted after the War, and in 1871 the Raleigh and Augusta Air-line Railroad (reorganized from the Chatham Railroad) connected to the Western Railroad forming an intersection northwest of Jonesboro where a crossroads town was laid out on

<sup>17</sup> Pezzoni, *Op. Cit.*, p. E.6.

<sup>18</sup> *Ibid.*

John W. Scott's land and named for the engineer on the project, Colonel Charles O. Sanford. By 1874, its official incorporation date, Sanford's population had grown to 200, and, by 1896, to 700.<sup>19</sup> Eventually, it outpaced Jonesboro, the earlier community, which became a suburb of Sanford, "Jonesboro Heights."<sup>20</sup>

### Industrial Development

As is usually the case elsewhere, industry and transportation went hand in hand in Lee County. The first industrial establishment in the region (and one of the earliest to develop in North Carolina) was the 1768 Wilcox Iron Works located on the Deep River at Gulf on the Lee County side of the river.

Destroyed by flooding, pig iron was not produced again in quantity until the Endor Iron Company built a large blast furnace on the Deep River near Cumnock and supplied much of the Confederacy's pig iron, hammer, and rolled iron, and produced raw materials for the bayonet factory operated nearby.

The fact that a blast furnace was located at this site was related to the presence of coal in the nearby Cumnock Mine, center of one of the most significant coal fields in the South. Deep River coal was used by railroads throughout North Carolina and by the Confederate Navy to power their boats, though it was soft and dirty and produced excessive smoke, giving away the presence of blockade runners during the Civil War.<sup>21</sup>

The presence of railroads stimulated lumber, turpentine, and cotton production during the latter third of the 19th and first third of the 20th centuries. Cotton production was a late developing industry for the Lee County region, and coincided with the development of another industrial latecomer, brick making. Lee County's extensive clay deposits led to the establishment of brick factories in Sanford in the 1890's, and paralleled the contemporaneous sandstone quarrying that produced a high quality brownstone used in

<sup>19</sup> Pezzoni, *Op. Cit.*

<sup>20</sup> Downtown Sanford Historic District National Register Nomination, unpublished, p. 8.1

<sup>21</sup> Pezzoni, *Op. Cit.*, pp E. 14, 15.

Victorian buildings throughout the country. Among the better known buildings constructed of Sanford brownstone are the Union Theological Seminary buildings in Richmond, Virginia, the Federal Building in New Bern, and Trinity College in Durham, now part of Duke University.<sup>22</sup>

#### Architectural Development

As the region impacted by the airport project was largely agricultural throughout its history, all of the resources noted in the survey for this report were agriculturally related, primarily farmhouses.

Farmhouses in the region were originally of log, though none of these remain. One, the Bridges House (demolished) was in existence ca. 1985 near the intersection of old US 1 and the Deep River. The building was a story and a half single-pile structure which featured a gable roof with two foot overhangs on the gable ends, rounded logs with diamond notching, and a stone chimney. By any measure, this building was retardinaire, built as it was purported to be ca. 1870. Most log residential structures were of a much earlier vintage and had been sheathed in wood siding and enclosed within larger buildings by the time of this building's date.

On his visit to the Haw River section of Chatham County in 1780, some ten miles north of the project area, Francis Asbury saw ". . . little else but cabins in these parts built with poles. . ." <sup>23</sup> By the early 19th century, however, commenting on the appearance of Faginsville (Carthage, the Moore county seat 16 miles west), one observer described "a village at the courthouse containing eight or ten dwelling houses. . . the only place that claims a title to the name. . . [T]he major part of our buildens [sic]" he continues, "are log

<sup>22</sup> Downtown Sanford Historic District Nomination, *Op. Cit.*

<sup>23</sup> *Francis Asbury in North Carolina*, Vols. I and II (Nashville: Parthenon Press, 1969) journal entry from 24 July, 1780.



houses--but there are a number of elegant and commodious buildens in the county and a taste for them in this way is becoming universal. . ."24

One of these "elegant and commodious" houses, and a fine example of a large dwelling built in the region in the 18th century, is the Philip Alston House, the House in the Horseshoe (NR, 1772), so called because it was built in a large horseshoe-shaped bend in the Deep River several miles west of the project area.

The house was built ca. 1772 by a member of a coastal landed family, who settled in the region from Halifax, NC and constructed the house in an architectural type typical of his place of origin, the coastal lowlands. It is a two-story frame, weather boarded dwelling with a gable roof, exterior end chimneys, and a foundations of brick and stone piers. The chimneys are constructed in Flemish bond with double paved shoulders and a T-stack. The original flush sheathing remains under the two shed-roofed porches, the same treatment that lines the interior walls.

The central hall plan features a five bay facade with 9/9 and 6/6 fenestration, and beautifully executed interior woodwork and exterior entries with fluted pilasters, fanlight, a molded architrave and six paneled doors. The builder was reputed to be a Scotch carpenter.<sup>25</sup>

The Alston House is one of the finest examples of late 18th century building types in the state. Other existing structures in the region either date from much later in the history of the county or are (according to documentary evidence) more modest. One of these is the "River" Daniel Blue House (called "River Daniel" to distinguish him from several other Daniel Blue's in the area), a two-story gable-roofed log house, weather boarded with pegged framing and hand-hewn sills. It features a single-shouldered common bond chimney which was probably a replacement for the original stick chimney typical of log

<sup>24</sup> Manly Wade Wellman, *The Story of Moore County: Two Centuries of a North Carolina Region* (Southern Pines: Moore County Historical Association, 1974) p. 47.

<sup>25</sup> NC Department of Cultural Resources, Survey and Planning Unit, Alston House National Register Nomination, unpublished, 1971.

houses.<sup>26</sup> Its interior is finished with wide pine board sheathing. The house was built ca. 1795 by a Presbyterian licentiate named John Warner, who bought a tract of land from Jason Wadsworth, who owned, in turn, some 500 acres on Wads Creek in the Lower Little River basin. Warner sold his primitive home to Daniel Blue in 1804.<sup>27</sup>

By the 1820's, dwellings with some embellishment (like the Black-Cole House, NR, 1820) began to appear. Built on the Lower Little River near Rubicon, this single-story house on short brick piers has an engaged porch, rounded supports, and four-bay facade with two entries. The house features flush sheathing under the porch and on the interior walls, two exterior, shingle-shouldered end chimneys, an enclosed staircase, and, most unusual for this period anywhere in North Carolina, clipped gables.<sup>28</sup>

Another structure, the McNeil House (ca. 1820-40) stood adjacent to the Cameron-to-Graham plank road spur and suggests by its scale, double entries, central chimney, enclosed staircase, double pile plan, and kitchen ell, that it too is a substantial contributor to the agricultural record.

The 1820's saw builders with some expertise working in the region. Ithiel Town, the "off-again-on-again partner of Andrew Jackson Davis" and a resident of Fayetteville in 1820, had patented an internationally famous lightweight bridge design used in the construction of the Clarendon Bridge over the Cape Fear River on the Fayetteville and Western plank road (also known as the Fayetteville-to-Salem Road). By 1850, Stephen Brewer from Chatham County had built what is now the oldest standing house in Carthage, the Bruce-Dowd-Kennedy House, a Greek Revival, one-story, double-pile frame house

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<sup>26</sup> Louise Hall in the *North Carolina Guide*, Blackwell P. Robinson, editor (Chapel Hill, UNC Press, 1955) p. 115 quotes a Captain of Ordinance commenting on construction practices in North Carolina in 1836: "Almost every gentleman here who has had occasion to use Bricks in any quantity has been compelled to manufacture them with his own force, after the peculiar fashion of the country," which accounted for the fact that brick was almost universally slave-produced, and thus the use of other materials by those without them.

<sup>27</sup> Jerry Cross and JoAnn Williford, "River" Daniel Blue House National Register Nomination, unpublished, 1983.

<sup>28</sup> C. Greer Suttlemyre, Black-Cole House National Register Nomination, unpublished, 1978.

with a hipped roof containing a colorful original painted interior with wood graining. This house had elaborated carpentry such as mitering, routed surrounds, square-in-section porch members with molded capitals, and other sophisticated details that mark prosperity in these years before the Civil War, at least in towns. For the most part, however, the names of Lee County builders have been lost.

Some of the buildings that were residential in type and scale had semi-commercial uses. Because the plank roads were toll roads, toll houses were established every 11 miles and became traveler's rest stops, stables where horses were changed, and taverns. One such establishment south of the project area was the Uriah Schemerhorn House (1852, demolished), a tavern and toll keeper's house that stood near the intersection of the Cameron-to-Carthage/Cameron-to-Graham plank roads, and was still standing as recently as 1969. This structure was a simple, two-story, gabled house with a shed-roofed porch and wide pine interior sheathing.

Two 19th century residential buildings included in this report, by virtue of their configuration and dates, resemble buildings from this period. The wood frame Obediah Farrar House (1850) features a hip-roofed, single-pile main block, a three bay facade, transom, two end chimneys with decorative brick work, and a hip-roofed porch. The Farrish-Lambeth House (ca. 1850) is a four bay, two-story, gable-roof frame single-pile structure with a twelve-lighted transom, sidelights, two end chimneys, a full width porch with turned members, and a dentilled cornice. The spacing irregularity of the four bays suggests the earlier plantation houses of the Mecklenburg County region near Davidson, but the house is more elaborate, late Greek Revival in feeling and execution, and thus, like other Lee County, and, indeed, many North Carolina buildings, retardinaire.

The latest of the recorded structures in the area is the Charles B. Crutchfield House (ca. 1910), an early 20th century two-story farmhouse featuring a shed-roofed rear porch and wrap front porch with tapered square-in-section members, and craftsman-style interior detail with mirrored over mantels and a central hall plan with square balusters and newel.

In the main, the residential architecture of the project area is typical of the vernacular architectural patterns of 18th and 19th century Piedmont North Carolina, and is a useful repository of rural southern tradition.

### Methodology

The architectural resources survey for this project took place during two field sessions, conducted 3 and 6 August 1992. Following a preliminary map study of the files of the Division of Archives and History and a telephone conversation with Daniel Pezzoni, Roanoke, Virginia, consultant on the simultaneous architectural resources survey of Lee County, to determine the scope of known resources in the area, intensive level surveys and photo sessions were conducted. The resources discovered in the course of these sessions within the APE (see above) included some <sup>incorrect - see MRS 1/6/93 memo</sup> ~~23~~ structures over 50 years of age, of which the four included in this report were identified as significant and/or recordable.

The principal resource for information on these structures was the on-going (and, therefore, relatively inaccessible) Pezzoni study. No other comprehensive survey of Lee County had ever been conducted, and the maps in the Division of Archives and History files were incomplete and included even fewer of the resources than were known to exist in documentary form. As a result, it was necessary to consult a variety of other resources including an environmental review document, "Architectural Resource Survey Report: Lee and Moore Counties, NC, TIP R-2310" (July 1990) written by M. L. Reeb that identified the eligible McNeil Farmhouse, and National Register nomination forms for the Downtown Sanford Historic District, Alston House, "River" Daniel Blue House, and Black-Cole House, as well as general histories of the region and the state, including Wellman's *The Story of Moore County: Two Centuries of a North Carolina Region*, and Lefler's *The History of a Southern State: North Carolina*. The Lee County Survey, when it is

completed, should be comprehensive enough to give a broad picture of the region and a multiple resource Study List application preparatory to listing on the National Register was recently approved by the NC State Historic Sites Preservation Board in July 1992. Two of the resources included in this study are part of that Study List application.

Other resources consulted included the recollections of individual owners of property and adjacent to eligible or recorded properties. The Lee County land records were also consulted.

### Property Inventory and Evaluations

#### National Register Eligible Properties

LE 687 Obediah Farrar House (SL)

LE 736 Farrish-Lambeth House (SL)

#### Properties Not Eligible for the National Register

LE 238 Charles B. Crutchfield House

LE 239 Haydon-Luxton House

#### Discussion

Because of the relatively limited number of resources in this sample, and the fact that only a small portion of the analysis was available, it is difficult to generalize about building trends. In general, features common in other regions of North Carolina were noted here: 1) the tendency for main blocks of two-story farmhouses to be enlarged by rear, single-story additions; 2) the construction material of choice, frame-sheathed, lapped, weather boarding; 3) the center-hall plan; 4) the front porch.

Beyond that, at least one difference was noted: the Obediah Farrar House (ca. 1850) appeared to face no transportation facility directly, neither railroad, road, nor river. The discovery of missing outbuilding remnants may solve this mystery.

## National Register Eligible Properties

### LE 687 Obediah Farrar House

0.6 mile NE down an unpaved road (Barringer Road, SR 1501) on the NE side of Lower River Road (SR 1500), 0.7 mile SE of the intersection of Lower River and Lower Moncure Road and the CSX Railroad Tracks, Moncure vicinity. Effective environment: 10 acres

Ca. 1850

Vernacular Greek Revival style, three -bay center hall farm dwelling

The Obediah Farrar House is a north-facing, two-story, weather boarded farmhouse with a hipped roof, two common bond end chimneys and one additional chimney and decorative paneled corner boards on the main block. It features decorative brick trim at the chimney shoulder and a three-bay front facade with a transomed entry, hipped-roof porch with tapered Tuscan members and square balusters. The original shed-roofed single-story rear addition has had two single-story, gabled additions attached on each side of the earlier rear addition.

The interior is remarkably intact. It features a center hall plan, Greek Revival woodwork detail, plaster finish, and five Greek Revival fireplace mantels. It also has an enclosed staircase rising from the rear of the center hall but traversing an interior wall within the easternmost parlor. The staircase is encased in vertical board sheathing.

The house is owned by a descendent of the second owner of the original farm property, a great-grandson of the first Barringer, who had a mill on the northeast side of the Deep River in Chatham County above the site of Ramsey's Mill.

Evaluation:

This property is one of a significant state-wide cluster of 19th century farmhouses that provide a record of vernacular architecture and building practices and types in rural ante-bellum North Carolina. It is, therefore, eligible according to Criterion C of the National Register.

In addition, it is significant according to Criterion A, for the cultural patterns it reveals of central North Carolina settlers and their inter familial and inter generational patterns of settlement into the late 20th century. Finally, it enhances the developing picture of the building plans and styles preferred by settlers of Scotch Highland descent, and their influence in their regions of settlement, particularly in the tendency to modify the practice of dwelling design and staircase placement. Other practices may well surface as well as the documentary evidence accumulates. Study Listed July 1992.<sup>29</sup>

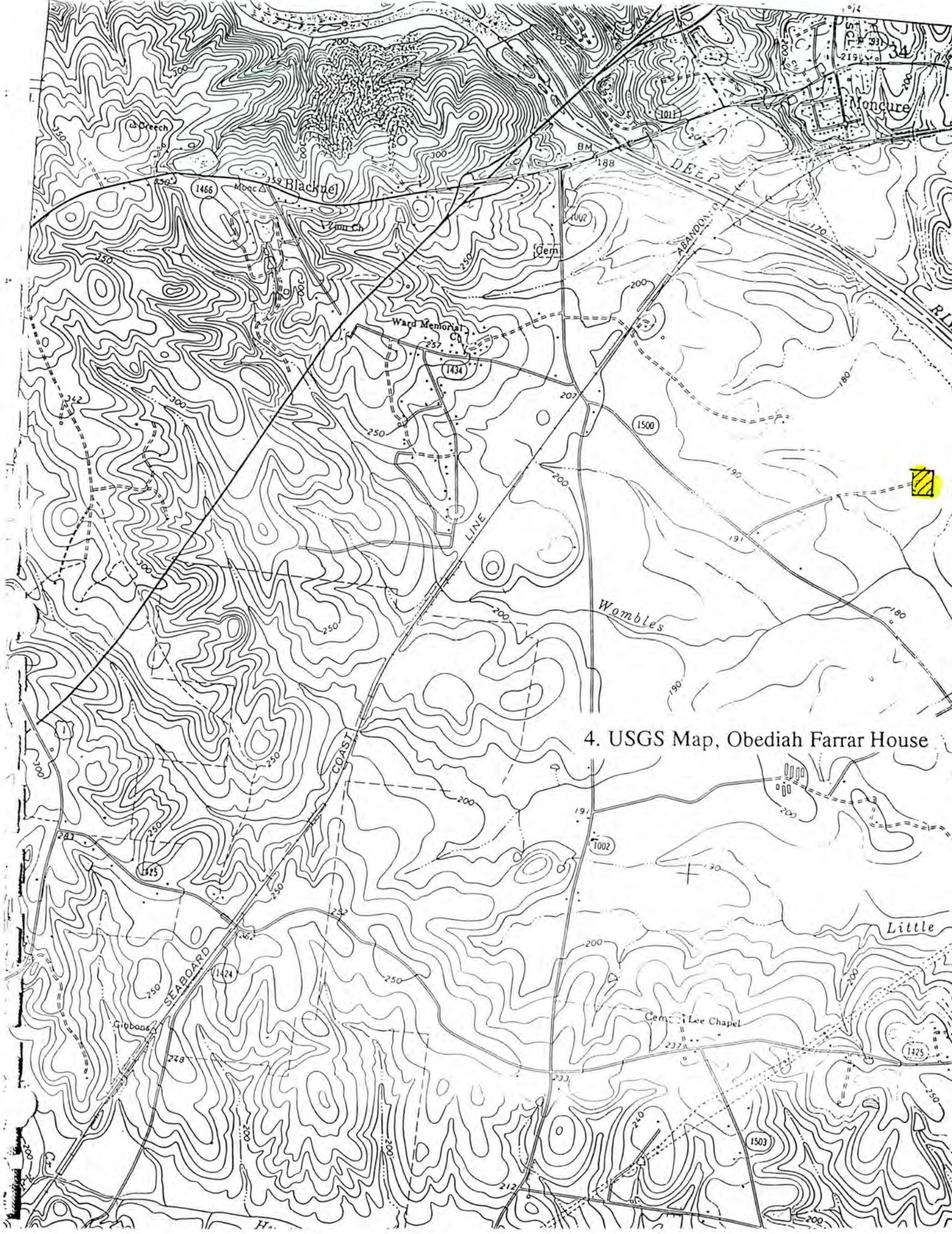


1. Obediah Farrar House

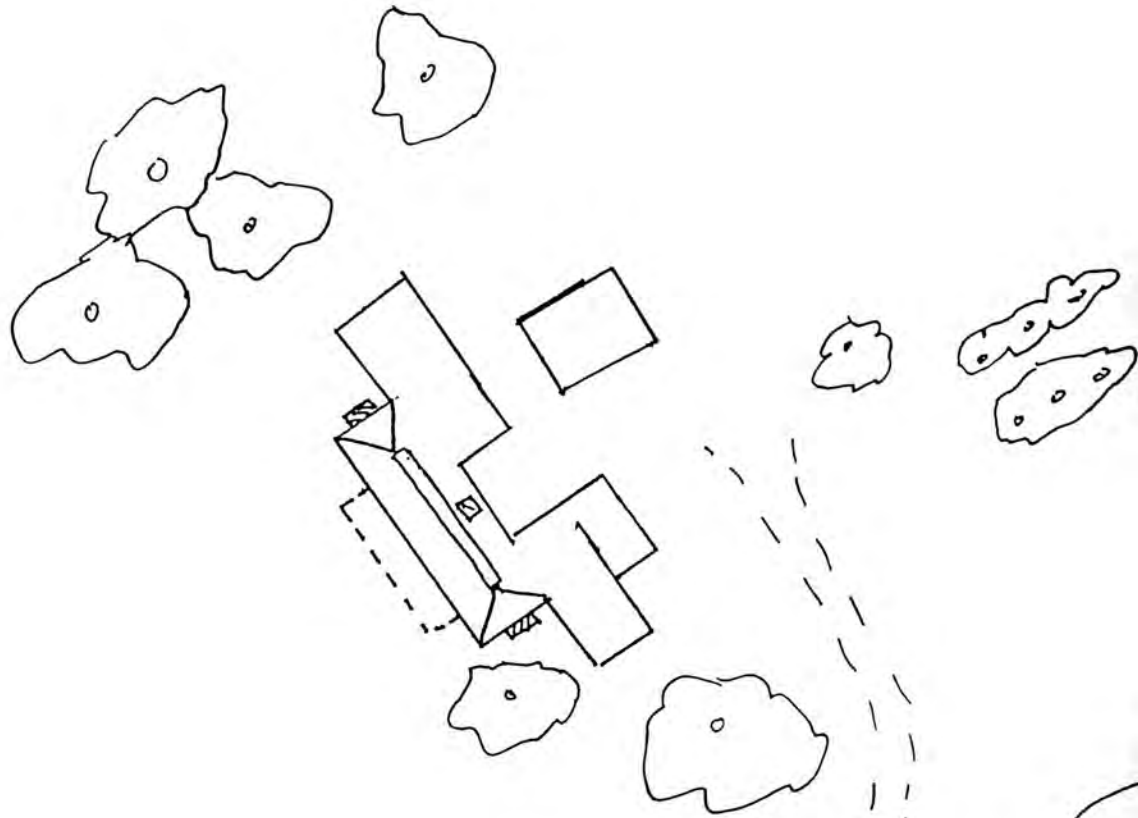
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<sup>29</sup> Jane S. Barringer, Owner, Obediah Farrar House, personal communication, 8 August 1992.

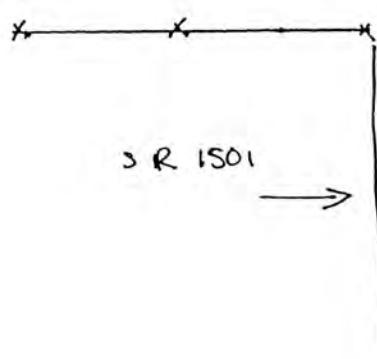




4. USGS Map, Obediah Farrar House



5. Site Map, Obediah Farrar House



woods

LE 736 Farrish-Lambeth House

0.9 mile NW of the intersection of Deep River Road (SR 1466) and US 1. SE side,

Moncure vicinity

Ca. 1850

Vernacular two-story frame Greek Revival farm dwelling with four-bay facade and gable roof. Effective environment: approximately 30 acres

Like the Obediah Farrar House 1.3 miles to the SE, the Farrish-Lambeth House is a fine instance of the types of Greek Revival style dwellings built in rural central North Carolina in the mid-19th century. It features a center hall plan with open, single flight staircase with a square newel and simple, Greek Revival woodwork detail and mantels throughout. Its exterior features an irregularly spaced four-bay front facade with shuttered, 6/6 fenestration (echoing, by its facade irregularity, several small plantation houses constructed in rural Mecklenburg County near Davidson in the early 19th century).

The entry is double-leaved and features narrow sidelights and a twelve-lighted transom. The frame building is covered with lapped weather boarding with plain cornerboards. It also features a full-width, hipped-roof porch with turned members; a dentilled cornice; and two end chimneys with brick piers and stone bases. The building has a single story rear ell and a gable roof. It is surrounded by two small outbuildings including a garage.

The house was built ca. 1852 on property owned (according to an 1870 map of the Lee County area) by one John Farrish. It was owned by A. T. Lambeth from the early 1880's, and the current owner's father, E. E. Lambeth, Jr., was born in the house.<sup>30</sup>

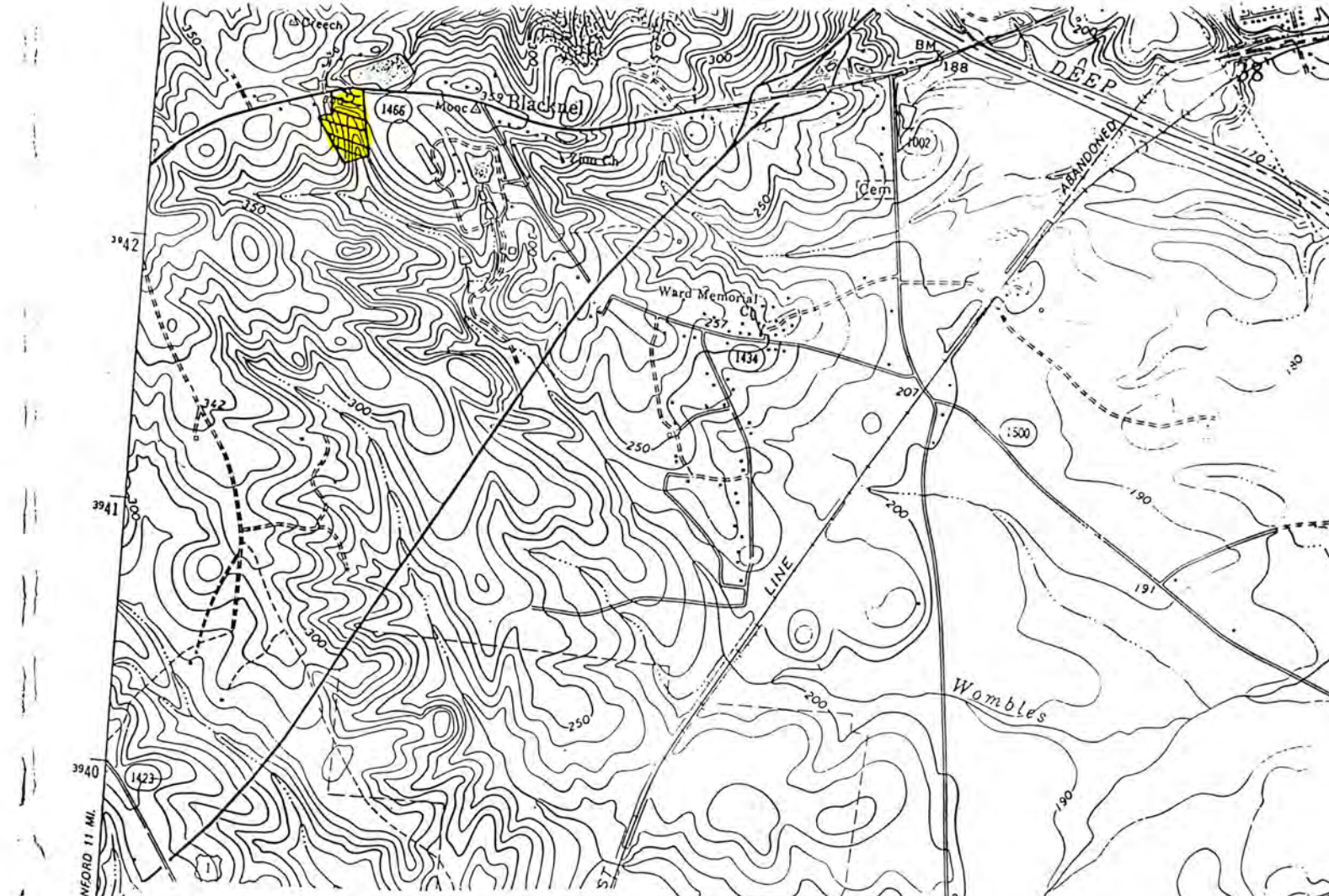
<sup>30</sup> Dorothy Lambeth Garnett, Owner, Farrish-Lambeth House.

Evaluation:

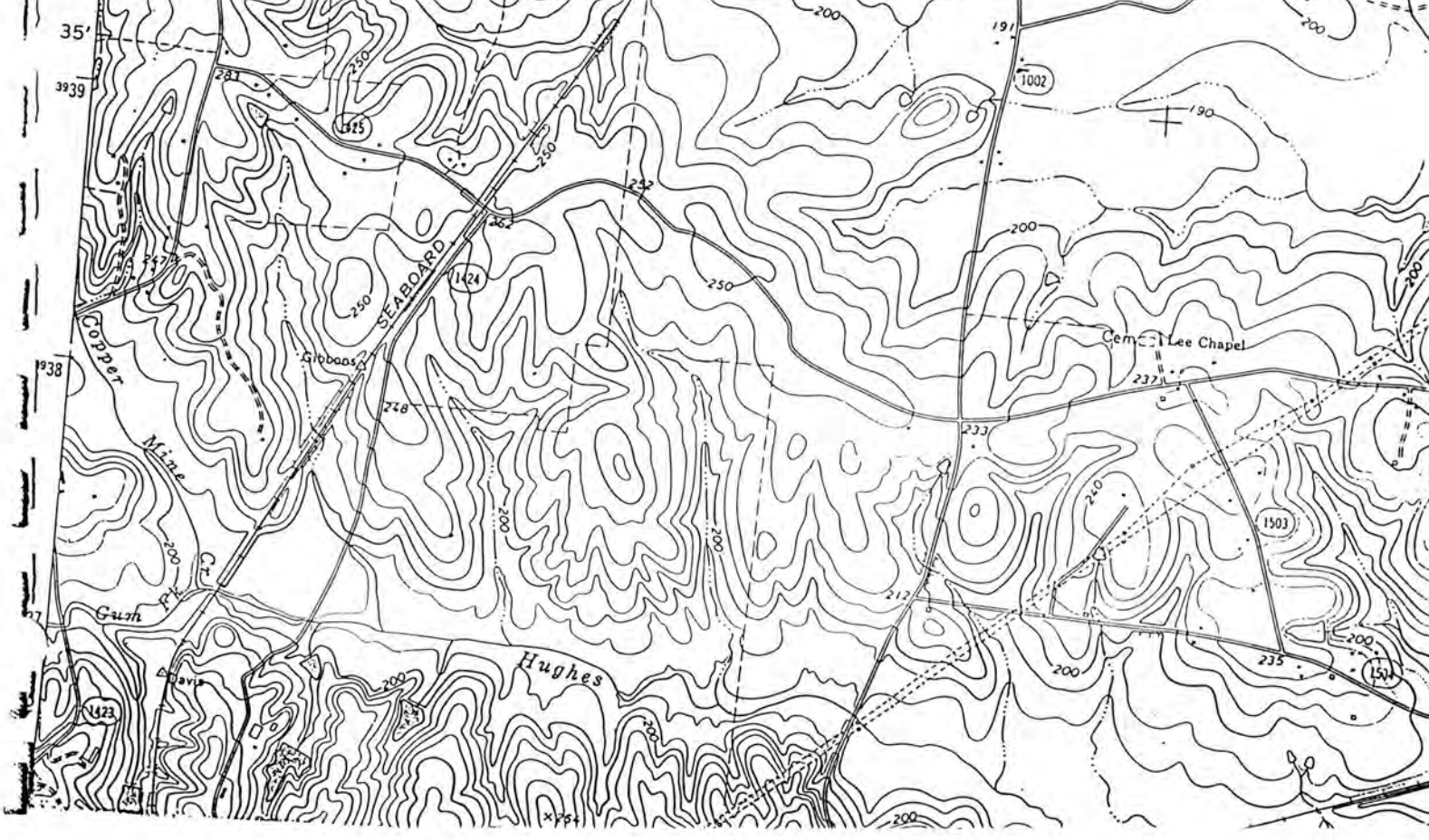
Like the Obediah Farrar House, this building is eligible for the National Register according to Criteria A and C, both for the inter generational family settlement patterns common throughout North Carolina well into the 20th century (a factor in this state's well-documented sense of place), and for the ante-bellum building styles and practices produced in central North Carolina farm dwellings. It is interesting, as well, as an example of the extent and diffusion of building forms throughout the North Carolina Piedmont. Study Listed July 1992.



2. Farrish-Lambeth House

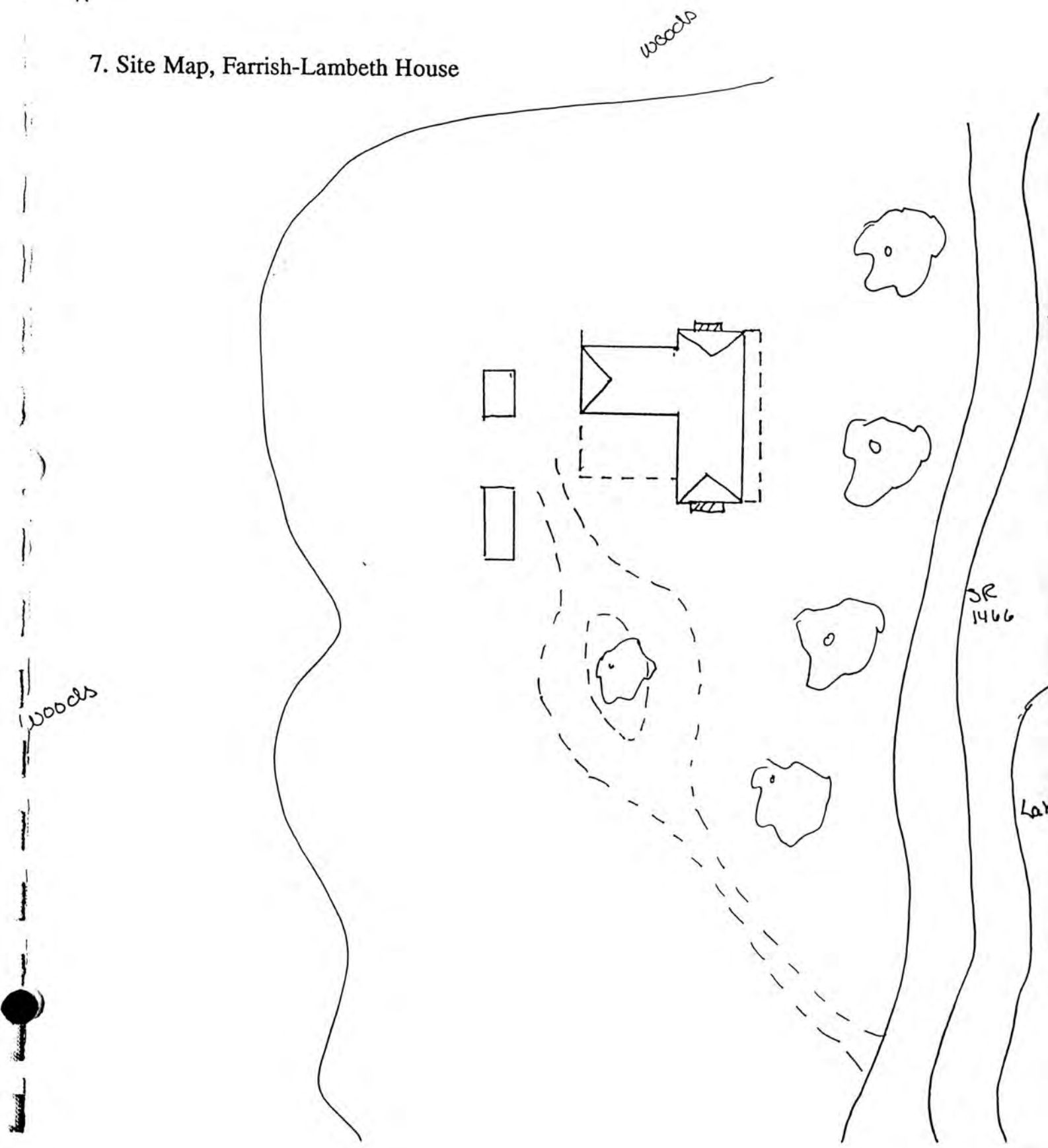


6. USGS Map, Farrish-Lambeth House





7. Site Map, Farrish-Lambeth House



## Properties Not Eligible for the National Register

### LE 238 Charles B. Crutchfield House

0.5 mile SW of the intersection of US 1 and Lower Moncure Road (SR 1002), N side.

Ca. 1910

Vernacular story-and-a-half to two-story farmhouse with shed-roofed rear porch and wrap front porch; several outbuildings.

The Charles B. Crutchfield House is a double-pile, center hall, frame, weather boarded farmhouse with two interior chimneys and four fireplaces with Craftsman/late Victorian mantels with mirrored over mantels. One of the interior chimneys has a brick base, one a stone base, suggesting some structural remodeling in the house's history. The center hall features a single run staircase with square newel and balusters.

The house is in a stand of woods, surrounded by several outbuildings (three of which are ruins), including a well-maintained log potato house with diamond notching that is probably original.

The Crutchfield family has had many members in the region (the father of the builder of this house is reputed to have lived in the Obediah Farrar House at one time as a tenant), but this house's ownership changed in 1985, after a period when it was vacant, and it has now lost continuity with the surrounding farm property (having a 7 acre parcel associated with it today) and owners who have moved to the area from out of state.<sup>31</sup>

<sup>31</sup> Roy Brookins, Owner, Charles B. Crutchfield House. personal communication, 3 August 1992.

Evaluation:

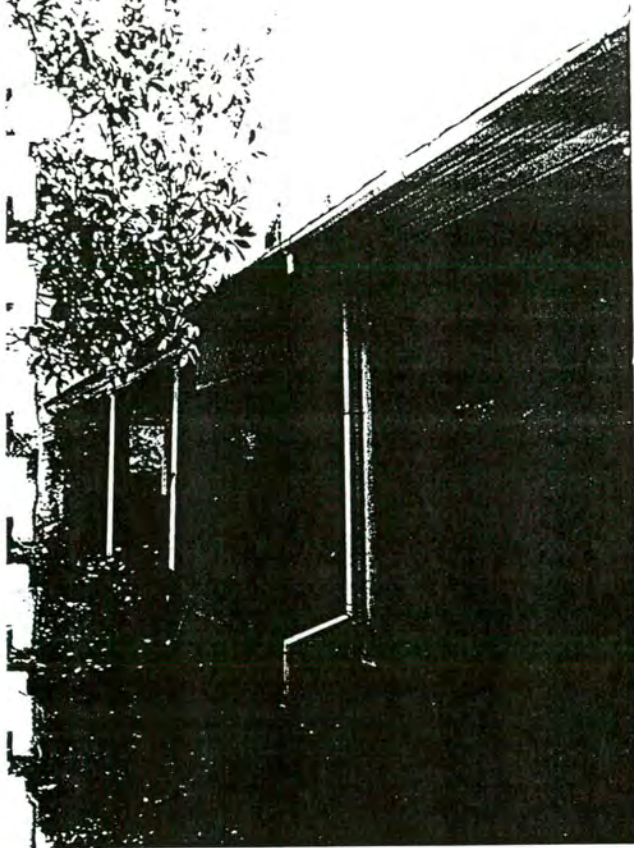
*— What are these changes?*

This house has had significant changes, particularly to its interior finish, that render it ineligible as a structural document of the architectural history of the region. Its potato house may be a worthy piece of evidence, however, of the types of agricultural storage buildings in use in North Carolina during the first decade of the 20th century, but its existence is not a sufficient reason to render the entire property eligible for the National Register. Not recommended as eligible for lack of integrity.

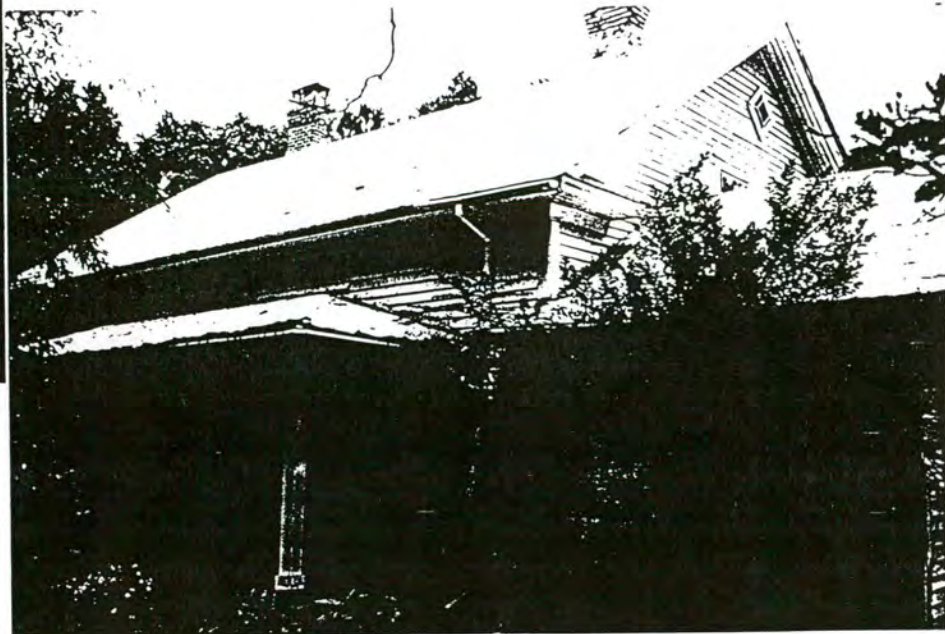


3. Front Facade, Charles B. Crutchfield House

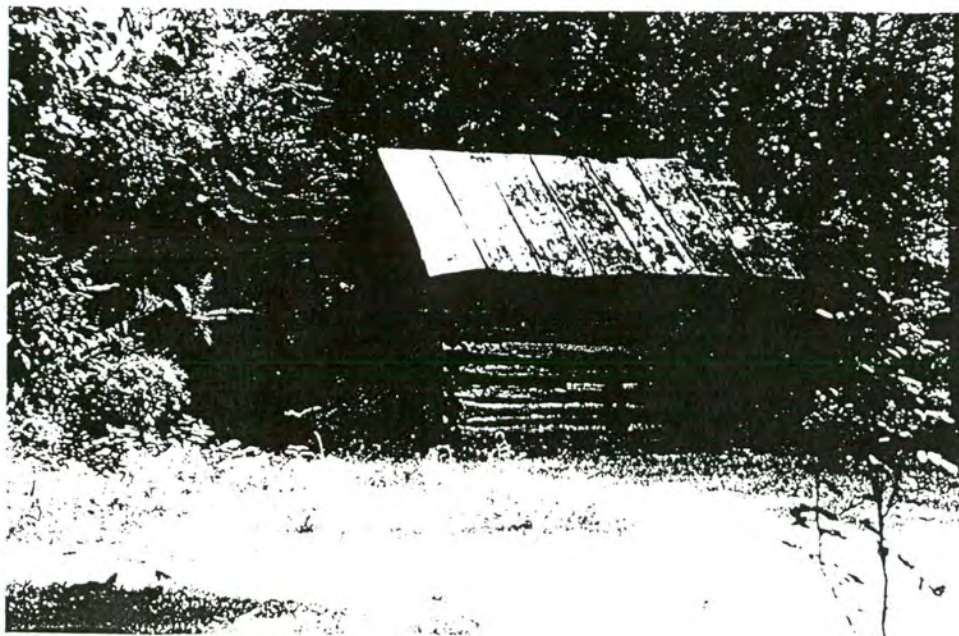




4. Front Porch, Charles B. Crutchfield House



5. Rear Facade, Charles B. Crutchfield House



6. Potato House, Charles B. Crutchfield House

LE 239 Haydon-Luxton House

500' N of the intersection of Lower Moncure Road (SR 1002) and Lee's Chapel Road (SR 1425)

Ca. 1850

Vernacular frame weather boarded I-House with four-bay facade and rear shed and ell additions

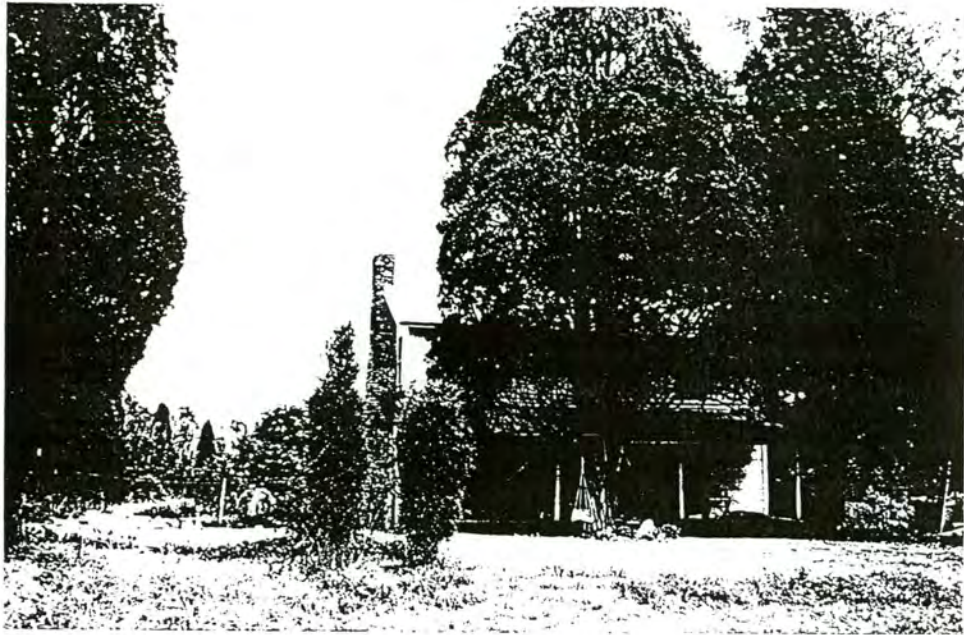
This house is a framed, gable-roofed, two-story structure with a hipped-roof porch, shed- and gable-roofed rear additions, end chimneys, corner boards, and several farm outbuilding remnants. It features a wood-sheathed under-porch finish, lapped weather boarding elsewhere. It is owned by a Luxton, one of a number of people with this family name in the region, today and historically. Nothing is known about its interior appointments, but it has served as a tenant house in its history, and, though it now has residents, has been vacant recently, suggesting that it may have lost much of its interior finish. Outbuildings occur to the rear of the property, none of which appear to be original.

Local tradition has it that this house was built with lumber stacked and stored for the building of the first state house when Haywood, a village northeast of this property on the Chatham County side of the Deep River, was being considered as the capital of North Carolina.<sup>32</sup> Since Raleigh was selected for the capital city ca. 1795, the age of the house and its type suggest that this story is apocryphal. The rumor persists, however, and adds picturesqueness to the history of the area.

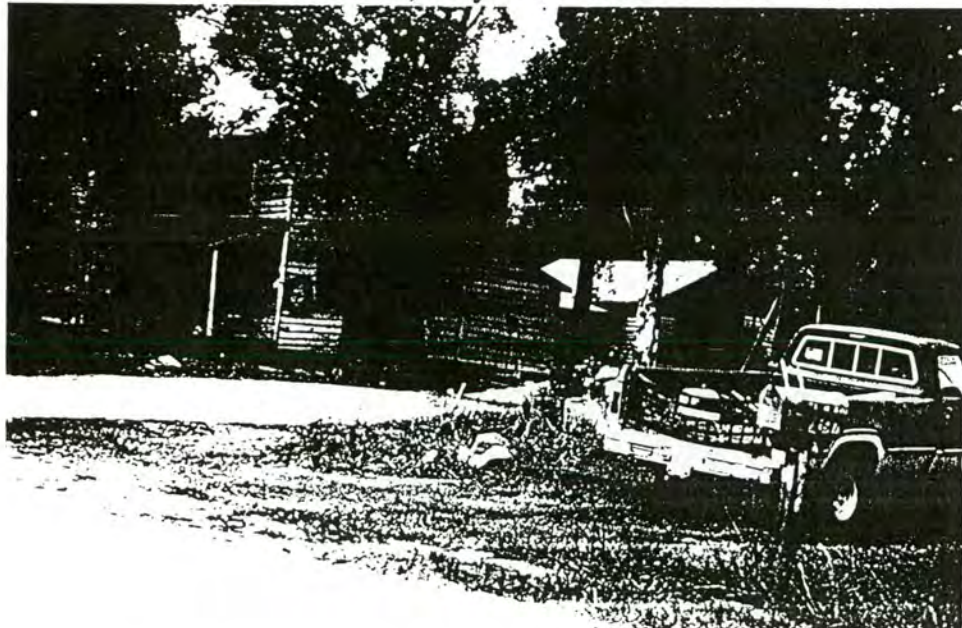
<sup>32</sup> Brookins and Barringer, *Op. Cit.*

Evaluation:

This property has lost much of its farm-related outbuildings and associated land (it now sits on a parcel of approximately one acre). Thus, as a bearer of cultural information, it has lost much of its significance and integrity. Furthermore, it is one of numerous houses of this type in the Piedmont as well as elsewhere in North Carolina, and is thus ineligible for being an over common form. Not recommended as eligible.



7. Front Facade, Haydon-Luxton House



8. South Facade, Haydon-Luxton House

## Potential Effects On Properties

Potential effects on the NR-eligible Obediah Farrar House and Farrish-Lambeth House depend primarily on the Sanford-Lee County Airport's final runway alignment and consequent diffusion of airport noise from aircraft take-offs and approaches and their trajectories and turns.

### Obediah Farrar House

The overall distance of this property from the airport land proper (1.0 mile) as well as its distance from Little River Road (SR 1500), suggest that airport related development, including traffic, will have minimal effects on this property.

The audible effects of airport noise should be mitigated by sensible air traffic control choices and patterns.

### Farrish-Lambeth House

Distance from the airport is also a protection for this property from airport-related development and traffic, as well as its placement on the west side of US 1, a major artery and most likely auto approach to the airport. US 1 could act ultimately as a barrier to development effects flowing from this type of activity.

As would be the case for the Obediah Farrar House, the audible effect of airport noise from takeoffs, approaches, and trajectories should be mitigated by air traffic control choices and patterns.

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## Addendum

# Architectural Resources Survey Report Sanford-Lee County Airport, Lee County, North Carolina

HUA No. LE 9103, CH 93-E-4420-0434

Mary L. Reeb

Prepared for the Federal Aviation Administration, and  
Hobbs, Upchurch and Associates, P. A.

March, 1993

## Addendum

The following is an amendment to M. L. Reeb, *Architectural Resources Survey Report*, dated August, 1992, submitted as part of the Sanford-Lee County Airport EA. It specifically responds to the four-part Attachment, "Comments" to this referenced report from the State Historic Preservation Office reviewers. This Addendum process was recommended by Renee Gledhill-Early as the means of addressing these comments per her verbal communication with the author, 9 March 1993.

### The Context in which the Report was Prepared:

1) As it happened, a comprehensive survey of Lee County was being prepared by consultant Dan Pezzoni from Roanoke, VA simultaneously with the preparation of this report, and, although the author did have conversations with Mr. Pezzoni and was furnished with verbal information and some copies of his data, the entire survey was in the process of being completed and not available in final form for direct examination during the background portion of the research. Specifically, the data forms were being prepared and in his possession rather than in the State Historic Preservation Office files. Thus, given the deadlines for submission of the Sanford-Lee County Airport EA, these data were not available at any time during the research and preparation of the *Architectural Resources Survey Report*.

2) The Level of Research Effort for Architectural Research Survey Reports in North Carolina as specified in Attachment B requires that "entrance onto the site and into the interior of the property should be made, *if feasible* (page, B-2, italics mine). The qualifying phrase "if feasible" is relevant to two properties addressed in the Attachment, the Charles B. Crutchfield House (LE 238) and the Haydon-Luxton House (LE 239).



Responses per Property:

1) The Obediah Farrar House (LE 687). I acknowledge that Criterion A as described in the document may not be considered salient by the National Register process, and agree, therefore, that this property is significant only according to Criterion C. The map showing approximately 40-acres included in the National Register-listed boundaries as identified by Dan Pezzoni are attached.

2) The Farrish-Lambeth House (LE 736). As in the case of the Obediah Farrar House discussed above, I relent and acknowledge that Criterion A is not relevant according to National Register guidelines. The house is, therefore, significant according to Criterion C only.

In the case of the requested site plan, one showing the buildings associated with the house is included in the document, as is a USGS map indicating the approximately 30 acres, the parcel presently associated with the property. In documents prepared for other public projects, this documentation was sufficient to identify the land associated with significant properties, as the two maps could easily be superimposed. Nevertheless, a not-to-scale site map is included as an attachment to this Addendum.

3) The Charles B. Crutchfield House (LE 238). The extent and description of the interior features of this house were gleaned from a conversation the author had with Mr. Brookins, the property's owner, and so referenced. She was not invited into the house to personally view and photograph interior features, nor was she able to probe for technical information from this source as to the architectural character of the features that had been removed. The "lack of integrity" rationale for denying eligibility was thus made on the basis of data

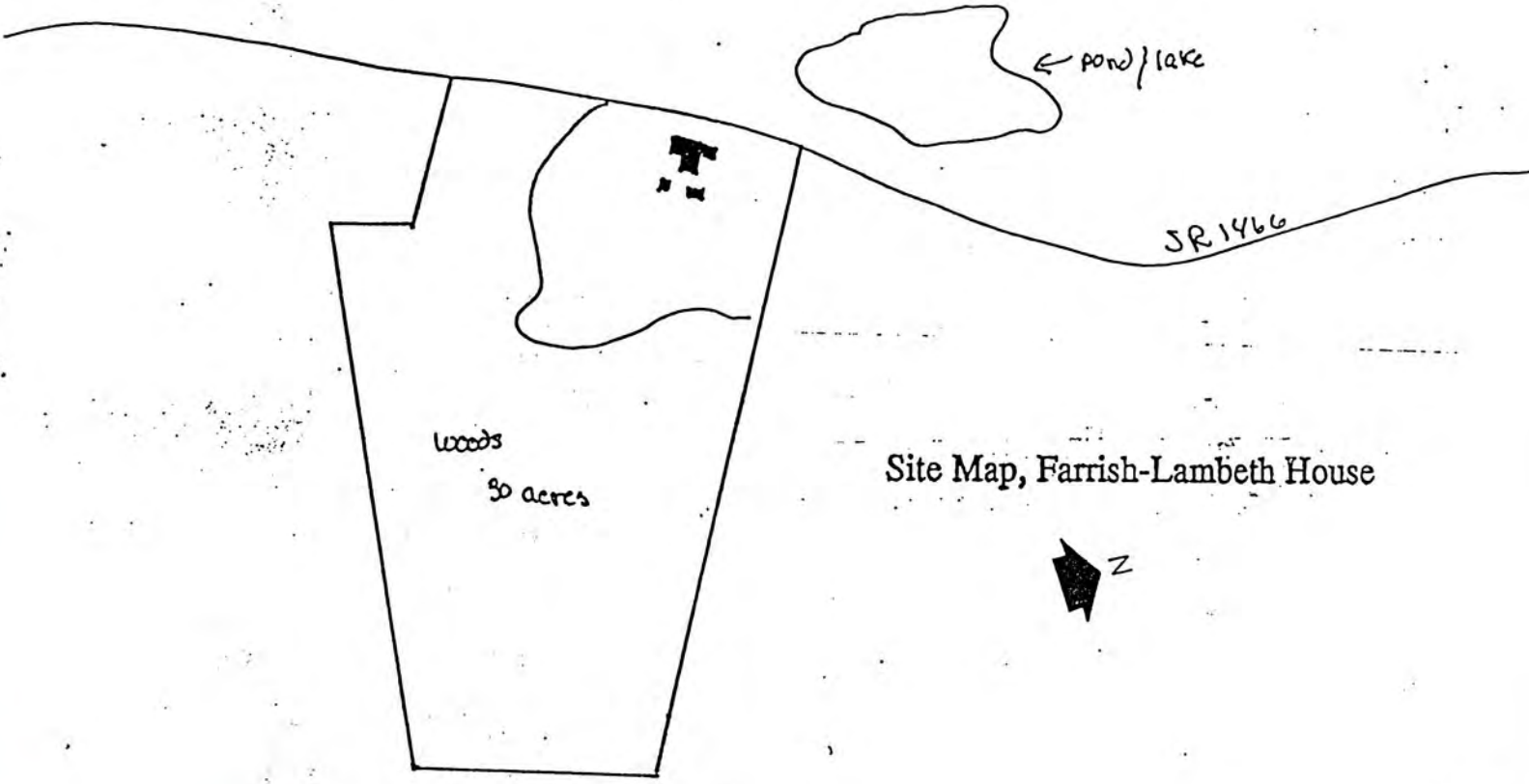
offered by the owner, and supported by verbal assurances given by Mr. Pezzoni to the author.

4) The Haydon-Luxton House (LE 239). This property was inaccessible at the time of the survey. Since the owner was not available, the author was able only to photograph the property from the street, and, since the photographs were taken in the summer, the leaves from the mature deciduous trees interfered with a clear photographic view of the property.

Given the extent and availability of the visual information on this property, and given the verbal information gleaned at the time of the survey from conversations with Mr. Pezzoni, it was determined *at the time* that the property was ineligible. It appears that information from other sources has subsequently been received concerning this property that suggests that it may be eligible. (The architectural context portion of Mr. Pezzoni's survey report was in preparation at the time of the EA survey. He now tells me that even at the time of his survey of this property, it was impossible to determine its eligibility, and it was not included on the list of properties from his survey eligible for listing on the North Carolina Study List.\* ) Since this same information was not available to me at the time of the survey, the information called for in the Attachment comments is beyond the scope of this study.

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\* The state of Virginia has a three-phased process for determining the eligibility of an architectural resource. Phase 1 includes the gathering of field information including some photographic evidence and general observations as to the probable eligibility of a property for the National Register. Phase 2 includes the gathering and documentation of information from other sources preparatory to National Register listing. Phase 3 involves the determination of methods for mitigating effects. This phasing is useful for determining the level of effort necessary in producing architectural resources documents for public projects. It appears from the Comments that a "Phase 2" level of effort is assumed to be operative. Heretofore, the level of effort for such documents was presumed to be at a "Phase 1" level. Perhaps this should be clarified.



woods  
30 acres

Site Map, Farrish-Lambeth House

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number Exhibit Page 15

Obediah Farrar House, Lee Co., N.C.

Map of the Obediah Farrar House  
Nominated Area.

Scale: 1" = 400'.

The heavy line indicates the boundaries of the  
nominated area. The triangles indicate the  
angle of view and numbers of the exterior  
photographs that accompany the report.

