



North Carolina Department of Cultural Resources

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

Division of Archives and History
Jeffrey J. Crow, Director

June 26, 1996

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

Re: US 19-74-129 from Andrews Bypass to NC 28
at Stecoah, Cherokee and Graham Counties, A-
9, Federal Aid Project APD-12-1(22), State
Project 8.3019122, ER 96-9051

Dear Mr. Graf:

Thank you for your letter of May 28, 1996, transmitting the historic structures survey report by Mattson, Alexander & 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 eligible for the National Register of Historic Places under the criterion cited:

CE0184 George B. Walker House. This Queen Anne-style house is one of the most fashionable and well-preserved farmhouses of the early twentieth century in Cherokee County, and is eligible under Criterion C. The boundary justification proposes following right-of-way along SR 1388, but does not indicate how much right-of-way exists. Thus, we will assume the boundary follows the ditch line along SR 1388. Otherwise, the boundaries are acceptable to us.

GH0025 Stecoah School. This 1931 school is eligible under Criterion A for education, as one of two consolidated schools built in Graham County prior to World War II. We also believe the school is eligible under Criterion C as a representative example of consolidation-era school design incorporating the local stone-building tradition. We believe the proposed boundaries are appropriate for this building.

CE0217
+
GH0079 Trail of Tears, Tatham Gap Segment. This segment of the trail constructed in 1838 as a provisional military road for the forced removal of Cherokees in western North Carolina survives with few intrusions, and is eligible under Criterion A for Native American heritage. We would like to note that the trail may also be eligible under Criterion C as a significant landscape, but for purposes of this project feel this does not have to be decided at this time. We believe the proposed boundaries are appropriate for this property.



Nicholas L. Graf
June 26, 1996, Page 2

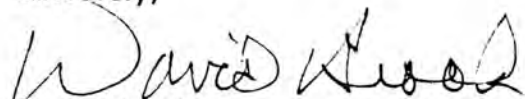
The report in general meets our office's guidelines and those of the Secretary of the Interior.

We received only one copy of this survey report. Please forward an additional copy for our files.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, 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

bc: File
✓ Brown/Bevin
Martin
County
RF

PHASE II (INTENSIVE) ARCHITECTURAL SURVEY
AND EVALUATIONS OF ELIGIBILITY
FOR
U.S. 19-74-129, FROM ANDREWS BYPASS TO N.C. 28 AT STECOAH
CHEROKEE AND GRAHAM COUNTIES, NORTH CAROLINA
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
T.I.P. NUMBER A-9ABC

Prepared by

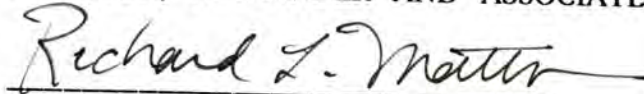
Mattson, Alexander and Associates, Inc.
Richard L. Mattson
Frances P. Alexander
309 East Park Avenue, No. 4
Charlotte, North Carolina 28203
704-376-0985
704-342-3076

Prepared for

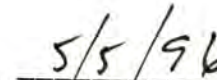
DSAtlantic Corporation
801 Jones Franklin Road, Suite 300
Raleigh, North Carolina 27606
919-851-6866

May 5, 1996

MATTSON, ALEXANDER AND ASSOCIATES, INC.



Richard L. Mattson, Ph.D.


Date


Project Manager


Date

N.C.D.O.T. Historic Architectural
Resources Section

Date

MANAGEMENT SUMMARY

This North Carolina Department of Transportation (N.C.D.O.T.) project is entitled U.S. 19-74-129, from Andrews Bypass to N.C. 28 at Stecoah, and is located in Cherokee and Graham counties, North Carolina. The T.I.P. Number is A-9ABC. The purpose of this project is to prepare a supplemental environmental impact statement (S.E.I.S.) for the proposed relocation of U.S. 19-74-129, extending from the Andrews Bypass in Cherokee County to N.C. 28 at Stecoah in Graham County. Because the environmental impact statement, signed in 1983, is now outdated, a S.E.I.S. is necessary to reflect the changes which have occurred in the project area since 1983. The environmental impact statement identified a preferred corridor which begins west of the Andrews Bypass and S.R. 1388. The corridor follows a northerly route along a new alignment up the Snowbird Mountains to Tatham Gap, and from there, follows Long Creek down to near Robbinsville. At Robbinsville, the corridor turns eastward, crossing U.S. 129, to follow existing S.R. 1211 to Cheoah where the alignment follows a new location to N.C. 28 near Stecoah. The preferred alternative would require the construction of dual tunnels in two locations, Tatham Gap and Stecoah Gap.

An architectural survey for the proposed U.S. 19 environmental impact statement (1983) was originally conducted between 1976 and 1978. The current survey covers the preferred alternative identified in 1983 and its area of potential effects (A.P.E.). The survey was conducted and the report prepared in order to identify historic architectural resources located within the A.P.E. as part of the environmental studies conducted by N.C.D.O.T. and documented by the supplemental environmental impact statement. This report is prepared as a technical addendum to the S.E.I.S. and is on file at the Department of Transportation, Raleigh, North Carolina. This addendum is part of the documentation undertaken to comply with the National Environmental Policy Act (N.E.P.A.) and the National Historic Preservation Act of 1966, as amended. Federal regulations require federal agencies to take into account the effect of their undertakings on properties included in, or eligible for inclusion in, the National Register of Historic Places and to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings.

The report meets the procedural guidelines for architectural surveys established by N.C.D.O.T. (15 June 1994). These guidelines set forth the following goals for architectural surveys: (1) to determine the A.P.E. for the project; (2) to locate and identify all resources 50 years of age or older within the A.P.E.; and (3) to determine the eligibility of these resources for listing in the National Register of Historic Places.

The methodology for the survey consisted of background research into the historical and architectural development of the area and a field survey of the A.P.E. The field survey was conducted by automobile as well as on foot to delineate the A.P.E. of the proposed alternative and to identify all properties within this area which were built prior to 1946. Every property at least 50 years of age was photographed and mapped, and those considered worthy of further analysis were intensively surveyed and evaluated for National Register eligibility. For those resources considered eligible for the National Register, site plans were drawn and National Register boundaries determined.

The boundaries of the A.P.E. are shown on the project map developed by DSAntlantic Corporation. (see Figure 9 in the Appendix). The proposed alternative runs north from the west side of the Andrews Bypass through Tatham Gap, following Long Creek to near Robbinsville. South of Robbinsville, the alignment turns east, crossing U.S. 129, to follow existing S.R. 1211 to Cheoah where the alignment follows a new location to N.C. 28 on the southeast side of Stecoah. In this rugged terrain, the A.P.E. follows either topographical features, such as ridge lines, forests, and waterways, or modern construction which buffer the proposed route. One hundred percent of the A.P.E. was surveyed.

Three resources were identified during the field survey as potentially eligible for listing in the National Register of Historic Places. Evaluated in the Property Inventory and Evaluations Section of the report, these three resources are: the George Walker House (#10), the Stecoah School (#44), and the Trail of Tears: Tatham Gap Segment (#51). The ca. 1914 George Walker House is located on the east side of S.R. 1388, 0.1 mile south of junction with S.R. 1389 near Andrews. The house is a two and one-half story, frame dwelling with Queen Anne stylistic elements. One of the finest, early twentieth century houses in the county, the Walker house is recommended as eligible under Criterion C for architecture, and the proposed boundaries include the house and its immediate setting. Located on the south side of S.R. 1226, 0.2 mile west of junction with N.C. 28, the Stecoah School is a stone building dating to 1931. The Stecoah School is considered eligible under Criterion A for education, and the proposed boundaries encompass the 1931 school, a stone wall, and the 1950 stone gymnasium. The Trail of Tears follows Britton Creek through Tatham Gap north of Andrews. The narrow, twisting route is gravel paved and marked by the U.S. Forest Service as part of the route followed by the Cherokee during their forced march from the region in 1838. The trail is considered eligible under Criterion A for Ethnic Heritage: Native American. In addition to these evaluated resources, the North Carolina State Historic Preservation Office (N.C.S.H.P.O.) identified two other properties within the general vicinity of the project. However, the Webb House and the Samuel Stewart House were both found to be outside the A.P.E. for this undertaking. The field survey also identified 48 other resources over 50 years of age within the A.P.E. These resources were evaluated and found to be not eligible for the National Register.

Properties Listed in the National Register
None

Page No.

Properties Considered Eligible for the National Register

44.	Stecoah School	38
51.	Trail of Tears: Tatham Gap Segment	45
10.	George Walker House	30

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

1. House
2. House
3. House
4. House
5. House
6. House
7. House
8. House
9. House
11. House
12. House
13. House
14. Piercy-Adams House
15. House
16. House
17. Barn
18. House
19. House
20. Sharpe-Gourley House
21. Barns
22. Crisp Family House
23. House
24. Outbuildings
25. House
26. House
27. Log Barn
28. House/Barn
29. Farm Complex
30. House
31. House
32. House/Barn
33. House
34. House
35. Johnny Cody House
36. Molt Rice House
37. Floyd Crisp House
38. House
39. House
40. House
41. House
42. House
43. House

45. Barn
46. Barn
47. House
48. House
49. House
50. Edwards House

TABLE OF CONTENTS

	<u>Page No.</u>
I. List of Figures and Plates	6
II. Introduction	8
III. Physical Environment	11
IV. Methodology	12
V. Background Historical Essay and Historic Contexts	14
VI. Property Inventory and Evaluations	28
A. List of Properties Recommended as Eligible For or Listed in the National Register	30
VII. Bibliography	50
VIII. Appendix A: Area of Potential Effects Map	
IX. Appendix B: Photographic Inventory/Evaluations	
X. Appendix C: Professional Qualifications	

I. LIST OF FIGURES AND PLATES

Figures	<u>Page No.</u>
1. Project Location Map	10
2. Trail of Tears - North Carolina Forts	25
3. Proposed Routes for Trail of Tears National Historic Trail	27
4. George B. Walker House - Site Plan	36
5. George B. Walker House - Proposed National Register Boundaries	37
6. Stecoah School - Site Plan	43
7. Stecoah School - Proposed National Register Boundaries	44
8. Trail of Tears - Proposed National Register Boundaries	49
9. Area of Potential Effects Map	
10. Field Survey Map	

Plates**Page No.**

1.	George B. Walker House and Setting	33
2.	George B. Walker House	33
3.	George B. Walker House - East Elevation	34
4.	George B. Walker House - Rear Elevation	34
5.	George B. Walker House - Garage and Wash House	35
6.	George B. Walker House - Living Room Mantel	35
7.	Stecoah School	40
8.	Stecoah School - South Elevation	40
9.	Stecoah School - Rear Elevation	41
10.	Stecoah School - North Elevation	41
11.	Stecoah School - Stone Wall	42
12.	Stecoah School - Gymnasium	42
13.	Trail of Tears, Tatham Gap Segment	47
14.	Trail of Tears, Tatham Gap Segment	47
15.	Trail of Tears, Tatham Gap Segment	48
16.	Trail of Tears, Tatham Gap Segment	48

II. INTRODUCTION

This Phase II intensive level architectural survey was undertaken in conjunction with the proposed relocation of U.S. 19-74-129 in Cherokee and Graham counties, North Carolina. The T.I.P. Number is A-9ABC. The project was conducted for DSAtlantic Corporation of Raleigh, North Carolina by Mattson, Alexander and Associates, Inc. of Charlotte, North Carolina. Richard L. Mattson and Frances P. Alexander served as the principal investigators, and the project field work was undertaken between 31 October and 1 November 1995, 22 December 1995, and 28 December 1995.

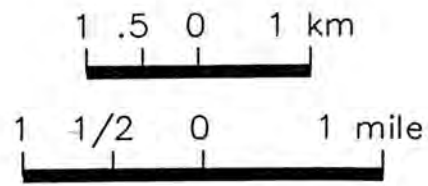
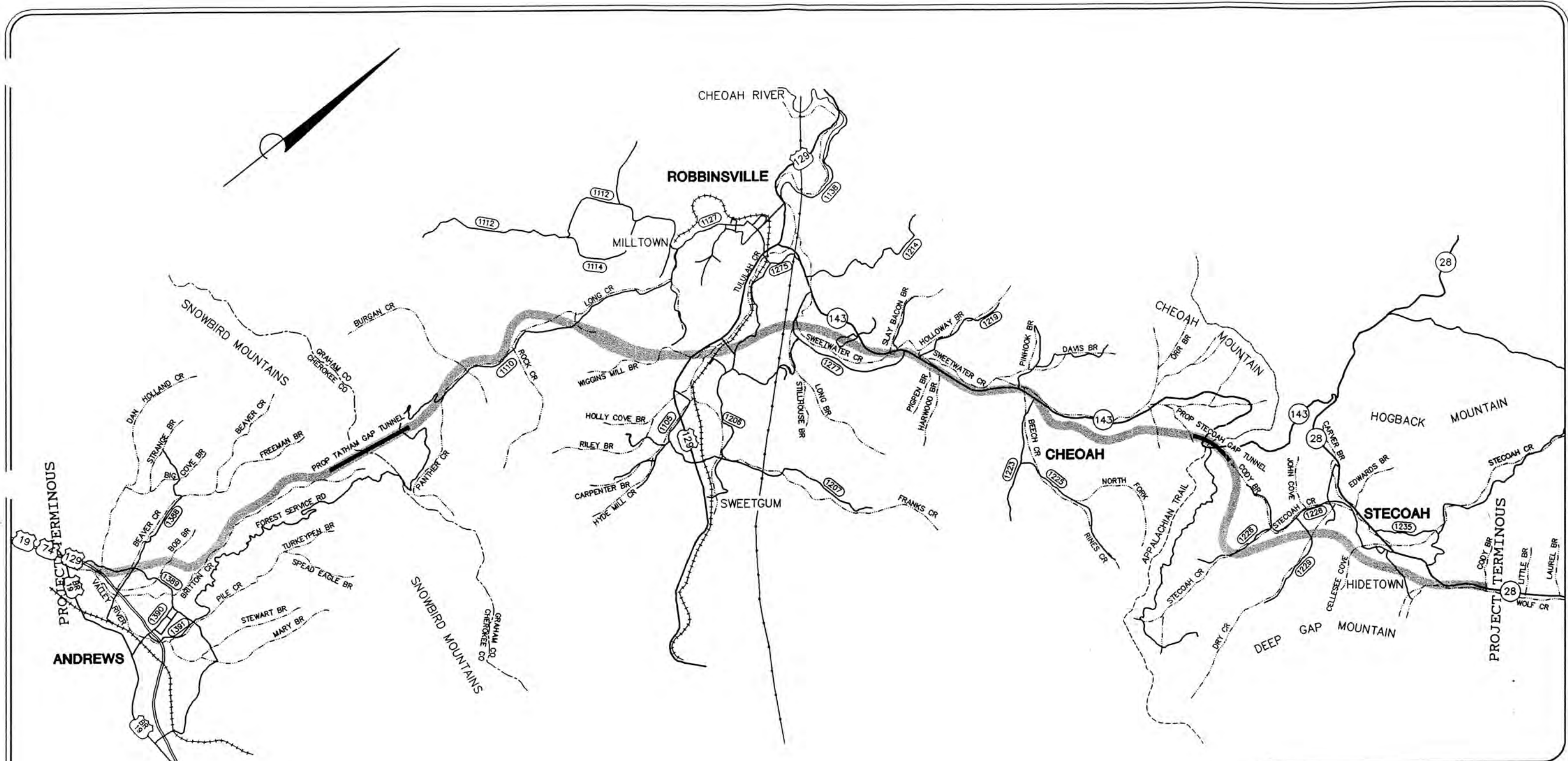
The proposed federal undertaking is the construction of a four lane, divided highway from the Andrews Bypass in Cherokee County to N.C. 28 at Stecoah in Graham County. The highway would extend from a point west of the Andrews Bypass and S.R. 1388. The corridor would follow a northerly route along a new alignment up the Snowbird Mountains to Tatham Gap, and from there, would follow Long Creek down to a point southeast of Robbinsville. Here, the corridor would turn east, crossing U.S. 129, to follow existing S.R. 1211 to Cheoah where the alignment would follow a new location to N.C. 28 on the east side of Stecoah. The preferred alternative would require the construction of dual tunnels in two locations, Tatham Gap and Stecoah Gap. The project area is 17.4 miles in length.


This architectural survey was undertaken in accordance with the Department of Transportation Act of 1966, Section 106 of the National Historic Preservation Act of 1966, as amended (36 C.F.R. 800), and the F.H.W.A. Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents). Section 106 requires the identification of all properties eligible or potentially eligible for listing in the National Register of Historic Places according to criteria defined in 36 C.F.R. 60. In order to comply with these federal regulations, this survey followed guidelines set forth in Phase II Survey Procedures for Historic Architectural Resources (N.C.D.O.T., 15 June 1994).

Federal regulations require that the area of potential effects (A.P.E.) for the undertaking must be determined. The A.P.E. is defined as the geographical area, or areas, within which an undertaking may cause changes to the character or use of historic properties, if such eligible properties exist. The A.P.E. and the general study area are both depicted on project maps supplied by DSAtlantic Corporation, and the A.P.E. is also illustrated in Appendix A.

The A.P.E. was based upon the location of the proposed construction in relationship to natural and physical boundaries. The area of potential effects at the southern terminus is bordered by the Valley River on the south side of existing U.S. 19-74-129 which skirts the north side of Andrews in Cherokee County. As the proposed route moves north across Tatham Gap into Graham County, the A.P.E. is defined by the view sheds within this heavily forested, mountainous terrain. South of Robbinsville, the proposed alignment turns northeast to parallel S.R. 1211 to Cheoah, and the A.P.E. in this area continues to be defined by the limited view sheds as well as modern development. Northeast of Cheoah, the route runs south of S.R. 1211 through Stecoah Gap and continues along the south side of the town of Stecoah. The A.P.E. remains defined by natural visual barriers but includes portions of Stecoah, where the A.P.E. boundaries are formed by modern commercial and residential

construction. East of Stecoah, the route follows N.C. 28 terminating on the east side of Edwards Gap. The project location is depicted in **Figure 1**.




 North Carolina
 Department of Transportation
 Supplemental Environmental
 Impact Statement

US 19-74-129
 from Andrews Bypass
 to NC 28 at Stecoah
Project Study Area
 FIGURE 1

III. PHYSICAL ENVIRONMENT

The proposed highway is sited within both Cherokee and Graham counties. These two sparsely populated, mountain counties are located in the southwestern corner of North Carolina, bordered by Georgia to the south and Tennessee to the west and north. The region is characterized by a rugged terrain of undeveloped woodland, much of which lies within the 450,000 acre Nantahala National Forest, deep gorges, and numerous rivers and streams. Small communities are dispersed throughout the region; Andrews in Cherokee County and Robbinsville, the county seat of Graham County, are the largest towns in the vicinity of the A.P.E. Valleys along the rivers and streams and the rolling uplands are used for farming while modern houses, commercial operations, and light industrial facilities are concentrated along roads and highways. Retirement and summer resort communities are scattered throughout the area, and outdoor and wilderness tourism also forms a significant land use.

Graham and Cherokee counties contain tall mountain ranges with heights of 1,300 feet to 5,000 feet. The region includes the Nantahala Gorge, Nantahala River, Cheoah Bald, the Little Tennessee River, the Appalachian Trail, and Marble Bluffs. Along the rivers and streams, rhododendron and hemlock trees predominate while hardwood forests cover the higher elevations and support a wide range of wildlife. With its particularly rugged terrain and deep gorges, Graham County is isolated and travel difficult. Two river watersheds, the Cheoah and the Little Tennessee, drain the region. The two river basins are separated by the Cheoah Mountains; the Little Tennessee River is located within a narrow gorge now covered by the Fontana Dam lake under the auspices of the Tennessee Valley Authority. This rugged northern portion of the area supports little agriculture and is bordered by the Great Smoky Mountains National Park.

Graham and Cherokee counties have undergone development since World War II but remain relatively remote and sparsely populated. Summer resort communities, outdoor and wilderness tourism, and light industry have been the notable forms of development in recent years. Nonetheless, all forms of development have been constrained by the mountainous topography, and the region retains much of its historic appearance. In conclusion, the environmental setting for the study area is a mix of intact small farms, small towns, and post-World War II tourist and industrial land uses.

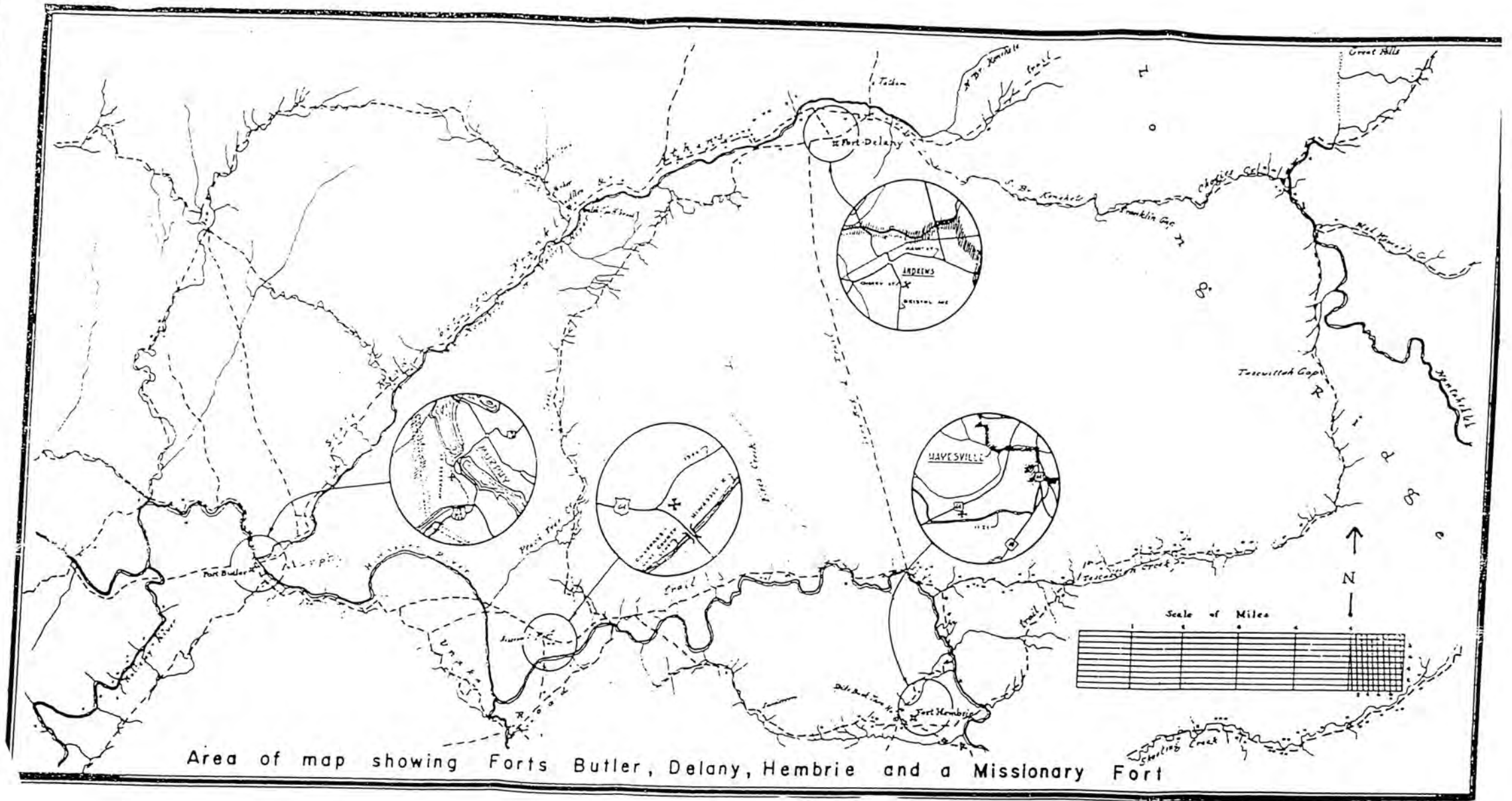
Map of
 part of the
CHEROKEE TERRITORY
Situated among the Mountains
 of
 N. CAROLINA, GEORGIA
 and
 TENNESSEE
first surveyed under the direction of
 W. M. Williams
Capt. U. S. Army: 1825-1834
 in 1827 and 1834,
 by
 PHILIP HARRY, C. E.
 Reprinted by F. C. Powell, A. C. Clemons,
 L. E. Adams, J. E. Williams, P. J. Pollard

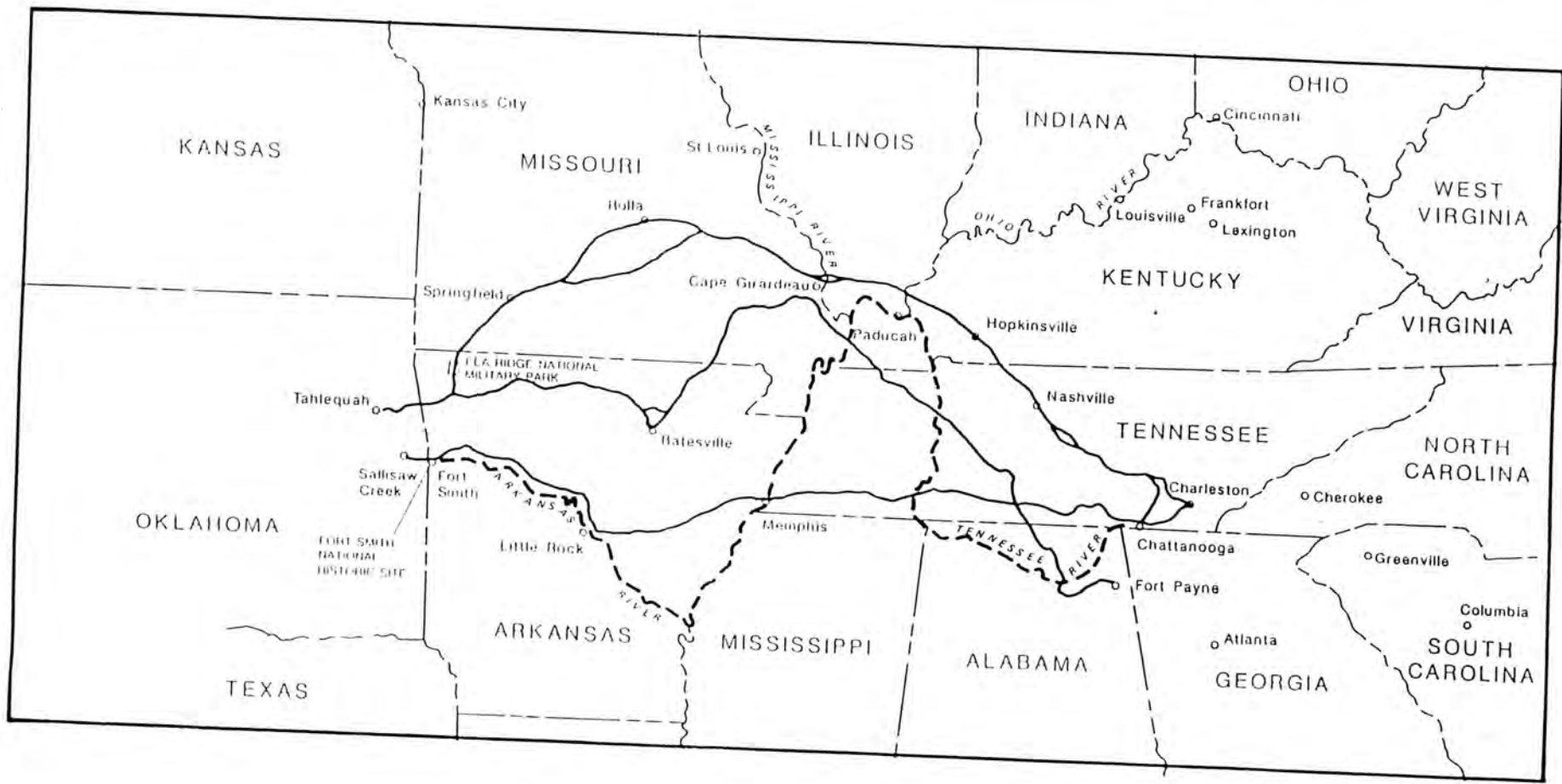
Correlated with the 1961
 Highway Map of Cherokee
 County (shown in insets).



Ianley South
 eorge Demmy ARCHAEOLOGISTS

DRAWN 12/2/65





- ANCESTRAL HOMELANDS
- THE TRAIL OF TEARS
- Land Route
- Water Route
- THE JOURNEY'S END

INTERPRETIVE THEMES
TRAIL OF TEARS
NATIONAL HISTORIC TRAIL
 UNITED STATES DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE
 610 20006A DSC FEB 92

FIGURE 3

IV. METHODOLOGY

This Phase II architectural survey was conducted as part of the planning for the proposed relocation of U.S. 19-74-129, from Andrews Bypass to N.C. 28 at Stecoah, within Graham and Cherokee counties, North Carolina. The architectural survey for this federally funded project was undertaken in accordance with the Department of Transportation Act of 1966, Section 106 of the National Historic Preservation Act of 1966, as amended (36 C.F.R. 800), and the F.H.W.A. Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents). The survey followed guidelines set forth in *Phase II Survey Procedures for Historic Architectural Resources* (N.C.D.O.T., 15 June 1994).

The Phase II architectural survey had three objectives: 1) to determine the area of potential effects; 2) to identify all resources within the A.P.E. which may be potentially eligible for listing in the National Register of Historic Places; and 3) to evaluate these resources according to National Register criteria. The N.C.D.O.T. Phase II survey guidelines set forth the following procedures: 1) identify and map the area of potential effects; 2) photograph and indicate on a U.S.G.S. map all properties greater than 50 years of age; 3) conduct historical research; 4) prepare a summary of findings; 5) conduct an intensive field survey; 6) prepare a final presentation of findings; and 7) prepare North Carolina survey forms for the evaluated properties.

The survey consisted of field investigations and historical research. The fieldwork began with a windshield survey of the general project area in order to determine the A.P.E. All properties 50 years of age or older were photographed and indicated on a U.S.G.S. map. Properties were evaluated as either individually eligible for the National Register or as contributing elements to a National Register historic district. Once these eligible properties were identified, the boundary of the A.P.E. was finalized and is illustrated on **Figure 9** in Appendix A.

Research was conducted to trace the historical and architectural development of the A.P.E. The survey files of the North Carolina State Historic Preservation Office were examined to identify those properties listed in the National Register and the North Carolina Study List. This review revealed that there were no National Register or North Carolina Study List properties within the study area. The S.H.P.O. files were also examined to locate previously recorded properties within the study area. It was found that a county-wide survey of Cherokee County had been conducted in 1984, but no comprehensive survey has been undertaken in Graham County. The survey publication, *Marble and Log*, was used to locate previously surveyed properties in Cherokee County (Williams 1984). In addition, the S.H.P.O. identified two properties within the general vicinity of the project. However, it was determined that the Webb House and the Samuel Stewart House are both located outside the A.P.E. for this project.

One environmental impact statement had been prepared for U.S. 19 improvements (1984), and this report was used to identify historic properties. This statement found that there were no resources within the study area which were either listed in or recommended as eligible for the National Register.

Historical research, using both primary and secondary sources, was conducted at local and regional repositories. A National Park Service management plan for the Trail of Tears was produced in 1992, and this document provided background data on this resource. A local history, *Graham County Centennial, 1872-1972*, was a valuable source of information for this county.

Following the research and the preliminary field survey, a preliminary presentation of findings was prepared. In this report, the properties identified during the initial field survey were grouped into three sections: 1) those resources not considered worthy of further evaluation; 2) those properties listed in the National Register with a statement of their current integrity; and 3) those properties which warrant further evaluation. This preliminary presentation of findings was then submitted to the Historic Architectural Resources Section of N.C.D.O.T. for review.

After consultation with N.C.D.O.T., an intensive level field survey was undertaken for those resources considered worthy of further evaluation. The exterior and interior of each resource was examined. The fieldwork was conducted between 31 October and 1 November 1995, 22 December 1995, and 28 December 1995, and 100 per cent of the A.P.E. was examined. Properties considered potentially eligible for the National Register were evaluated and the following information provided for each resource: physical description; photographs; site plan; historical data; and recommended National Register boundaries. Computerized North Carolina survey forms were also prepared, or updated, for the evaluated properties.

V. BACKGROUND HISTORICAL ESSAY AND HISTORIC CONTEXTS

White Settlement Before the Civil War

Located in the westernmost portion of North Carolina, in the Blue Ridge Mountains, Cherokee and Graham counties were among the last sections of the state to receive white settlement. Remote and mountainous, this area had no colonial pioneer period, and white in-migration occurred only after the 1830s. However, geographic isolation only partially explains this late settlement. What became Cherokee and Graham counties 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 Cherokee people in 1838. By the early nineteenth century, only the southwestern corner of North Carolina remained as Cherokee territory--the holdings of the Native Americans 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 (William 1984: 1-19, 44-47).

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 present-day Cherokee 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 near Murphy, southwest of the A.P.E., was a center of missionary activity by the 1820s. As the removal of the Cherokees became imminent, some white farmers bought land directly from the Native Americans.

In this mountainous region, the two rivers, the Hiwassee and the Valley, with their flanking valleys of rich bottom land, have long influenced settlement patterns. The confluence of the two rivers, near the site of the Cherokee County political seat of Murphy, 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 on the eve of the forced removal of the Cherokees (Cashion 1970: 2-10, 45-47). Outside 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 lives primarily in Jackson and Swain counties, and ironically, few Cherokee remain today in Cherokee and Graham counties.

The territory taken from the Cherokees was 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 were 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 bottom land 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 Cherokee 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 region established farms which were smaller than those of both the Coastal Plain and the Piedmont. Nearly one-half of the farms in Cherokee County 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. Historians Lefler and Newsome 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" (Lefler and Newsome 1973: 315)

The principal landowners developed the richest agricultural tracts along the Hiwassee and Valley river valleys. The Hiwassee River valley, located southwest of the A.P.E., near Murphy, contained some of the most fertile soil and most prosperous farms (with the highest number of slaves) in the area. By the Civil War, families such as the Beals, Sudderths, Harshaws, and McCombs possessed sizable land holdings oriented to the river. In and around the south end of the A.P.E., the Tathams, Colletts, and Whitakers were said to have acquired lands near the Valley River from the Cherokees just before the Indian evacuation (Williams 1984: 15; Cashion 1970: 20).

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, both the Harshaw and

McCombs families were major slave holders (Novick 1990: 22-23, 31; Freel 1956: 289).

While this region was characterized by geographical isolation throughout the nineteenth century, by the eve of the Civil War modest businesses, churches, and manufactories were emerging. South of the A.P.E., in present-day Andrews, the two-story, log and frame Walker Inn was an important wayside hotel before the Civil War. Listed in the National Register (1975), it was built along the state road between Franklin and Murphy (Williams 1984: 121). As early as 1834, the Andrews vicinity included a Baptist church, and by the 1850s, Baptist and Methodist churches marked farming communities throughout the area (Williams 1984: 24; Graham County Centennial 1972: 71-78).

From the beginning of white settlement, small-scale manufacturing contributed to the local economy. East of the A.P.E., above Andrews, the James Stewart farm was the home of the Stewart Tannery, which operated for a decade before the Civil War (Freel 1973: 119-120, 214, 348-350). By 1860, there were also six iron forges in Cherokee County--a development spurred by a state policy of granting land for these operations. Lumber and grist mills also multiplied, and at least 16 grist mills and four saw mills existed in Cherokee County before the Civil War (Williams 1984: 21-23; U.S. Census Records, Cherokee County, 1860).

Post-Civil War Period

The relative prosperity of the large, river valley farms during the antebellum era was more vulnerable to changes wrought by the Civil War than the smaller subsistence farms of the uplands. Large-scale farming remained dormant in Cherokee County for decades after the war. Although generally supporters of the Confederacy, the local population also comprised a number of Union sympathizers, creating 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 postwar era also saw the formation of Graham County. In January 1872, the county was created from the northeast corner of the original Cherokee County. This rugged, mountainous area was settled more slowly than its neighbor to the south, which held the fertile bottom lands of the Hiwassee and Valley rivers, but the remoteness made the political separation desirable. The former Fort Montgomery area was renamed Robbinsville and designated the county seat (Graham County Centennial 1972: 24-25).

In 1884, Branson's North Carolina directory recorded 2,335 white residents and 212 Cherokees residing in Graham County. Robbinsville contained only 102 residents, reflecting its isolation and role as a small county seat and farming center. Lacking rail lines and adequate roads, the county was composed primarily of modest farms oriented around Robbinsville, Yellow Creek, Welch, Cheoah Gap, and Stecoah Gap. Farmers mostly raised corn, hogs, and cattle, and the principal industries were grist mills and several small furniture plants

and sawmills located around Robbinsville (Branson 1884; Graham County Centennial 1972: 31-37).

As throughout North Carolina, 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 languish for decades. In 1880, the line finally reached Asheville, but only in 1892 did the Western Division (later owned by the Southern Railroad Company) extend to Murphy. Four years prior to the construction of this intrastate line, the Marietta and North Georgia Railroad (later acquired by the Louisville and Nashville system) reached Murphy (Freel 1973, 197-198). These two lines greatly increased both freight and passenger transportation, not only connecting remote areas of the county with the towns, but also the county with larger regional centers.

The coming of the railroads thus created a boom in land speculation, launched the timber industry, and sparked the growth of towns along the rail lines. The 1890s was a decade of unprecedented growth in Murphy, as the courthouse was rebuilt in 1891 and new residential streets took shape along blocks adjacent to the expanding business district. In 1893, the publisher of the local newspaper sang: "More than half a century has passed like a dream, and we are living in the fast age" (Williams 1984: 44-47; Bayless Collection, Western Carolina University).

Rail transportation not only boosted the fortunes of Murphy, but also created the town of Andrews, situated near the southern end of the A.P.E. Platted in 1890 along the route of the Richmond and Danville Railroad, Andrews soon attracted a major lumber company and tannery. The Kanawah Hardwood Lumber Company was established here in 1897, and in 1905, the company constructed the Snowbird Valley Railway to haul timber out of the hardwood forests of Graham County (Freel 1973: 206, 214-217). Eight years later the Hiwassee Railroad was constructed between Andrews and Hayesville. Known as the "Peavine," it hauled lumber and pulpwood as well as provided a car for passenger service (Williams 1984: 47, 69).

The second important industry in Andrews was the F.P. Cover & Sons Tannery. Cover launched his operation in 1899, erecting a complex of brick industrial buildings, as well as a three-story, turreted, brick Queen Anne residence facing the railroad tracks opposite his tannery plant. By the early 1900s, Andrews was prospering as a small industrial and trading community and rivaled the county seat of Murphy in size (Williams 1984: 47, 69).

Cherokee and Graham Counties in the Twentieth Century

During the early decades of the twentieth century, the railroads continued to spur local industries, particularly those exploiting natural resources such as timber, marble, iron ore, and other minerals. Rail service also 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).

In Graham County, one of the major developments of the early twentieth century was large-scale dam construction at the north end of the county on the Little Tennessee River. About 1910, the Aluminum Company of America (Alcoa) began investigating the Little Tennessee River for power sites. In 1917, construction began on the Cheoah Dam, sited at the mouth of the Cheoah River, to supply electricity to the Alcoa plant at Calderwood, Tennessee. This enormous dam rises 225 feet, which at the date of completion in 1918, was the highest overflow dam in the world. In subsequent decades, the Santeelah Dam (1926), and the Fontana Dam (1945), were also constructed on the Little Tennessee River (Graham County Centennial 1972: 57).

In the late 1920s, Robbinsville experienced considerable growth brought on mainly by the opening of the Graham County Railway. Completed in late 1925, the 12-mile railway linked the county seat with the Southern Railway at Topton (east of Andrews). This line was owned by the Bemis Lumber Company, which also constructed a massive lumber plant and scores of worker housing just west of the A.P.E. at East Robbinsville. By the end of the decade, Robbinsville's population had climbed to 500, and the town boasted a complete electric light system and a thriving courthouse square lined with brick commercial buildings (Graham County Centennial 1972: 37-38).

Also in the 1920s, widespread automobile ownership and attendant road improvements provided unprecedented access between local communities as well as to the larger regional centers. In this decade, highway construction and maintenance was taken over by the state, and in 1922, the first paved highway in Cherokee County was built from Murphy to the Georgia border at Bell View. In 1925, the road connecting Andrews to Murphy was also paved. A year later, the first hard-surfaced road was opened between Robbinsville and Topton, following the path of the railroad. Concurrently, sections of federal highways were constructed west from Murphy to the Tennessee state line (U.S. 64), and north from Robbinsville to Maryville, Tennessee (U.S. 129). In 1929-1930, N.C. 28 was also completed through the A.P.E., connecting Robbinsville to the mountain gap communities of Cheoah and Stecoah (Graham County Centennial 1972: 38; Freel 1973: 193-194; Williams 1984: 77). While both of these communities have identities associated with settlement in the nineteenth century, the paved roadway attracted new construction, and today each community contains a cluster of dwellings and churches built between the late 1920s and 1950s.

The period of prosperity and growth generated by the rail lines and paved highways 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. By the 1930s, smaller parcels were also sold to the government as upland farms proved unprofitable (Williams 1984: 77).

Federal intervention continued to transform the economy and the landscape of the two counties, particularly with the construction of the Hiwassee Dam between 1936 and 1940 and the Fontana Dam between 1942 and 1945. Under the aegis of the newly-created Tennessee Valley Authority (T.V.A.), 16,000 acres, one-third of Cherokee County, were acquired for the construction of Hiwassee Dam for hydroelectric power and a lake for flood control. Other parcels of this acquisition were set aside as national forest (U.S. Forest Service, Tusquee

District, Murphy, 1982). In Graham County, the 480-foot Fontana Dam, the fourth largest dam in the world, was erected by the T.V.A. to supply electric power. The adjacent, sprawling community of Fontana, built to house workers and their families, subsequently was transformed into the resort community of Fontana Village (Graham County Centennial 1972: 68-70).

Post-World War II Period to the Present

By the post-World War II era, the population of Cherokee County had become divided almost evenly between a farm and non-farm economy. In 1950, 37 percent of the population in Cherokee County, for example, 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; Van Noppen and Van Noppen 1973: 20). Within the last several decades, the rise in tourism centered around the Nantahala National Forest and retirement communities have provided a welcome infusion to the local economy.

In Graham County, too, tourism and recreation hold great potential for economic development. The scenic mountains, lakes, and streams are a powerful attraction for tourists and retirees alike. Agriculture in the county is important primarily as a supplement to family incomes though a small burley tobacco crop is sold each year and some farmers raise beef cattle and chickens commercially. Lumbering and the manufacturing of timber products, while still vital to the economy, is declining as lands are tied up in the national forest. Other industries have historically been restricted by the limited labor supply, rugged terrain, and poor transportation.

ARCHITECTURAL AND HISTORIC CONTEXTS

Architectural Context: Early-Twentieth-Century Rural Domestic Architecture

In Cherokee and Graham counties, as throughout rural North Carolina, the domestic architecture of the early twentieth century reflected both the persistence of traditional, regional forms as well as the emerging influence of nationally popular styles. Even as the area's geographical isolation and rural, agrarian society fostered conservative building patterns into the twentieth century, the arrival of the railroads, innovative light framing techniques, and mass produced milled lumber encouraged new house designs and modes of construction (Williams 1984: 38-41, 55, 66-73, 78-79).

Prior to the late nineteenth century, in the towns and countryside alike, residents first built log dwellings, and later, larger frame dwellings that conformed to a "folk architectural system" (Williams 1984: 78). The most popular choice was the rectangular, symmetrical house type, one room deep, with a front porch and rear ell or shed appendage (Swaim 1976; Williams 1984: 78; Rehder 1992: 85-90). The two-story version--the I-house--was commonly built with a formal central hall by wealthier landowners and symbolized rural economic attainment (Southern 1978: 78-81). These I-houses tended to be conservatively decorated, often with fieldstone end chimneys and a front porch trimmed with turned posts and decorative sawn brackets (Williams 1984, 94, 112, 118, 128; Bishir 1991: 290-294).

The first significant break from tradition occurred in the towns of Murphy and Andrews with the arrival of the railroads. In the 1890s, prominent town residents such as Robert Lafayette Cooper and James Fain in Murphy and Franklin Pierce Cover in Andrews erected Queen Anne residences that differed radically from traditional forms (Williams 1984: 53, 79, 135-136). These houses included such hallmarks of picturesque architecture as asymmetrical forms, jutting bays and turrets, and deep wraparound porches embellished with fancy millwork. By the early twentieth century, an increasing number of middle-class and worker houses in the towns also reflected nationally popular designs. Local lumber mills such as the Kanawah plant in Andrews and the Bemis Lumber Company in Robbinsville provided standardized lumber and millwork for house construction (Graham County Centennial 1972: 94-95, 99-101). Middle-class residents, in particular, selected boxy, hip-roofed houses inspired by the Colonial Revival, or symmetrical one-story and story-and-a-half cottages with picturesque cross-gable roofs, wraparound porches, and projecting bays. Often these dwellings were influenced by designs marketed across the country in architectural pattern books or popular magazines. The Posey-Sanlin House in Andrews, for example, was built in 1911 from plans published in the *Woman's Home Companion*. Other residences are reputed to have been ordered through mail-order concerns, such as Sears-Roebuck and Company, and the building materials were shipped cut-to-fit by rail and assembled on the sites by local carpenters (Williams 1984: 78-79, 126-127, 139).

At the outskirts of Andrews several impressive frame houses with picturesque massing and details were built concurrent with the appearance of similar designs in the towns. Prominently sited on a hill west of the A.P.E., the ca. 1905 Dr. B. G. Webb House is a two-story, cross-wing design with a cutaway bay on front gable end and patterned sawn shingles in the gables. The ca. 1914 George B. Walker House, which is located within the A.P.E. just north of Andrews, is a substantial, story-and-a-half residence with a gable-on-hip roof and wraparound porch supported by classical columns. The seat of a large agricultural holding, the Walker House is one of the finest early-twentieth-century farmhouses in either Cherokee or Graham counties (Williams 1984: 120-121). It is considered eligible for the National Register under Criterion C for architecture.

The Webb and Walker houses notwithstanding, the transition from traditional to nationally popular architecture occurred at a slower pace outside the towns. However, by World War I, vernacular picturesque cottages and later, bungalows and Colonial Revival houses appeared throughout the two counties. Spurred by the construction of paved roads, small rural communities, like Stecoah and Cheoah within the A.P.E., expanded in the late 1920s and 1930s. Frame bungalows, often with fieldstone chimneys and porch features, mark this expansion in the automobile era. Similarly, bungalows and hip-roofed cottages with Colonial Revival traits appeared around the outskirts of Robbinsville and Murphy, and a number of nineteenth-century farmhouses, such as the McCombs House near Peachtree, were remodeled with fashionable Colonial Revival or bungalow elements (Graham County Centennial 1972: 47; Williams 1984: 79, 111).

Specific Guidelines for Evaluating the Eligibility of Early-Twentieth-Century Rural Houses in Cherokee and Graham Counties

To be recommended as eligible for the National Register, early-twentieth-century rural houses in Cherokee and Graham counties must either exemplify the traditional domestic types common to the region or be outstanding local examples of nationally popular styles. Eligible houses must have sufficient integrity to illustrate clearly their original forms, key decorative elements, materials, and interior plans. Front porches, windows, siding materials, and interior woodwork—including principal doors, staircases, and mantels—should be largely original. The immediate settings should also retain integrity, including such features as mature vegetation, original open space, and contributing outbuildings relating to the function of the household during the period of significance.

Education Context: Early-Twentieth-Century School Consolidation

In Cherokee and Graham counties and throughout North Carolina, the 1920s and 1930s were a major period in the consolidation of schools (Sumner 1990; Williams 1982: 43; Bishir 1990: 295). During these years, larger, more centrally located schools increasingly replaced the traditional one-room and two-room facilities in the state. At the beginning of the 1920s, North Carolina had about 300 consolidated schools. By the end of the decade there were almost one thousand. The trend towards more centralized schools coincided with improved roads that facilitated bus transportation, and with changing

Specific Guidelines for Evaluating the Eligibility of Consolidation-Era Schools in Cherokee and Graham Counties

To be recommended as eligible for the National Register, a consolidation-era school in Graham or Cherokee counties must have sufficient integrity to illustrate clearly the original element of design. These features include the basic form, materials, key decorative details, and interior plan. The schools should also retain significant elements of their original settings, such as open space, plantings, and ancillary buildings. Although modern intrusions on the property are permissible, they should also be educational buildings, and not be of such a scale or number as to compromise the integrity of the historic resources.

Ethnic Heritage: Native American Context

The Trail of Tears

The Trail of Tears relates to the tragic experience of the Cherokee people, who in 1838-1839, were forcibly removed by the federal government from their homelands in the southeastern United States to Indian Territory west of the Mississippi River. The journey was made under harsh conditions, and of the estimated 16,000 Cherokee men, women, and children who were driven out, approximately 8,000 died as a result. The designated routes that the Cherokees were compelled to travel during their removal have become known collectively as the Trail of Tears (National Park Service 1992).

National policy to move Indians west of the Mississippi River took shape after the Louisiana Purchase in 1803. In 1825, the federal government formally adopted a removal policy to open Indian lands for white settlement. The policy was especially devastating for the Indians of the southeastern United States, primarily the Cherokees, Chickasaws, Choctaws, Creeks, and Seminoles who were ultimately removed hundreds of miles westward.

The removal of the Cherokees is considered to be "perhaps the most culturally devastating episode of this era" (National Park Service 1992: 7). The Cherokees had traditionally organized their society around farming villages in the southern Appalachians--western North Carolina and South Carolina, Virginia, West Virginia, Kentucky, Tennessee, northern Georgia, and Alabama. As a result of a century of contact with whites, Cherokees also adopted many aspects of Anglo-American culture. They developed a written language, published a newspaper, wrote a constitution, and erected houses and organized farmsteads that had European precedents (Malone 1956: 3, 123-125; Perdue 1979; National Park Service 1992: 9-10).

During the 1830s, the pressure to remove the Cherokees from their tribal lands intensified. The continual encroachment of white settlers, the discovery of gold in northern Georgia, and efforts by the State of Georgia to extinguish all titles of land held by the Indians ultimately led the U. S. government to take direct action against the Cherokees (Cashion 1970: 2-10; National Park Service 1992: 9).

In 1835, a removal treaty was signed at New Echota with a minority council of Cherokees--a group that included neither Chief John Ross, nor any representatives of the North Carolina Cherokees. In the spring of 1838, under the command of Major General Winfield Scott, the roundup and expulsion of Cherokees began. A total of 31 forts were constructed for this purpose--13 in Georgia, five in North Carolina, eight in Tennessee, and five in Alabama. These posts were generally temporary fortifications designed to contain small numbers of Indians until they could be removed to one of 11 larger internment camps that were centrally located. From these army posts, the Cherokees were sent to one of three major concentration camps--the Cherokee Agency (Calhoun, Tennessee), Ross's Landing (Tennessee), and Gunter's Landing (Alabama) (Cashion 1970: 32-33; Woodward 1963: 194).

In North Carolina, Cherokees were transported from posts at Fort Delany (Andrews), Fort Montgomery (Robbinsville), Fort Lindsay (Bryson City), and Fort Hembrie (Hayesville) to Fort Butler (Murphy), and by mid-July 1838, on to the principal agency in Calhoun, Tennessee (Figure 2). A stockade was also built in Stecoah (Cashion 1970: 45-47; Graham County Centennial 1972: 11). By late July, with the exception of the Onconaluftee Cherokees who claimed American citizenship based on an 1819 treaty, and some scattered fugitives and families, all Cherokees remaining on tribal lands were in internment camps (National Park Service 1992: 9).

During their forced removal to Indian Territory, the Cherokees took both water and overland routes. The Indians were divided into 16 detachments of approximately 1,000 each. Three detachments, all from areas outside North Carolina, traveled by river and arrived at Fort Coffee in present-day Oklahoma during the summer of 1838. The other two groups, including North Carolina Cherokees, traveled the overland routes and suffered more because of severe drought and disease. Winter arrived in mid-journey, and the survivors did not reach Indian Territory until the end of the following summer. The most commonly used land route followed a northern alignment that started at Calhoun, Tennessee, and crossed Kentucky, Illinois, Missouri, and the northwest corner of Arkansas. Other detachments took southern trails that were led by John Benge and John Bell (National Park Service 1992: 10-11).

In the Indian Territory, the Cherokees faced factional problems and the continual reduction of lands and government funds. By the twentieth century, the western Cherokees had lost title to over 19 million acres of land. However, in recent decades the situation of the Cherokee has improved because of self rule and various economic and social programs (National Park Service 1992: 12).

As part of the efforts to increase public awareness of the Cherokees' heritage, the National Park Service in cooperation with the Cherokee people has begun the designation of the Trail of Tears as a national historic trail. The routes under study are illustrated in Figure 3. To date, six route segments and 46 historic sites have been evaluated by the National Park Service as having "high potential" for inclusion in the historic trail system. These resources are directly associated with the historic event, have few intrusions, and possess a high potential for interpretation. The resources include fords, ferries, structures, natural landmarks, grave sites, campsites, and rural landscapes. Route segments exhibit the same qualities. In North Carolina, the identified historic resources are the sites of Fort Montgomery, Fort Delany, Fort Hembrie,

and Fort Butler. Although no above-ground evidence of these posts remains, each is considered to have high potential as archaeological sites (National Park Service 1992: 21, 23-24).

Because the National Park Service management plan for the Trail of Tears focuses on the major land and water routes that began at the internment camps in Tennessee and Alabama, no routes have been identified in North Carolina. The management plan offers no explanation for omitting portions of the trail that connected the smaller removal forts and stockades. Therefore, it can be assumed that as the Trail of Tears national project develops and greater historical research is conducted, the most intact of these shorter routes will also be identified and evaluated.

In North Carolina, the U.S. Forest Service, using information based on local history--but without independent research--has identified a section of the Trail of Tears in Cherokee and Graham counties (Bonnett Interview 1995). This route was built as a provisional military road across the rugged Snowbird Mountains, through Tatham Gap, linking Fort Montgomery to Fort Delany and Fort Butler. The trail is reputed to have been surveyed by James W. Tatham of Cherokee County and is known locally as Tatham Gap Road (Graham County Centennial 1972: 11; Riggs Interview 1995). Located near the southwestern end of the A.P.E., this section of the Trail of Tears has few intrusions and is recommended as eligible for the National Register under Criterion A for Ethnic Heritage: Native American.

Specific Guidelines for Evaluating the Eligibility of the Trail of Tears in Cherokee and Graham Counties

To be recommended as eligible for the National Register, a segment of the Trail of Tears in Graham or Cherokee counties must be directly associated with the event and have sufficient integrity of setting to evoke the period of significance. Although some intrusions are permissible--notably the paving of sections of the trail--the route should approximate the width of the original trail, and the view sheds should be consistent with those existing at the time of the Cherokees' forced removal.



VI. ARCHITECTURAL INVENTORY AND EVALUATIONS

Summary

Fifty-one resources were surveyed and evaluated within the A.P.E. (see Figure 10 in Appendix B). Three resources are recommended as eligible for the National Register: the George B. Walker House (#10); Stecoah School (#44); and the Trail of Tears: Tatham Gap Segment (#51). None of the other properties is considered eligible for the National Register either individually or as contributing elements to an historic district. The following section includes physical descriptions, historical data, and eligibility assessments for the three resources recommended as eligible.

Property List

Properties Listed in or Considered Eligible for the National Register

10. George B. Walker House
44. Stecoah School
51. Trail of Tears: Tatham Gap Segment

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

1. House
2. House
3. House
4. House
5. House
6. House
7. House
8. House
9. House
11. House
12. House
13. House
14. Piercy-Adams House
15. House
16. House
17. Barn
18. House
19. House
20. Sharpe-Gourley House
21. Barns
22. Crisp Family House
23. House
24. Outbuildings
25. House
26. House
27. Log Barn
28. House/Barn
29. Farm Complex
30. House
31. House
32. House/Barn
33. House

34. House
35. J. Cody House
36. Molt Rice House
37. Floyd Crisp House
38. House
39. House
40. House
41. House
42. House
43. House
45. Barn
46. Barn
47. House
48. House
49. House
50. Edwards House

Properties Recommended as Eligible for the National Register**George B. Walker House (#10)**

East side S.R. 1388, 0.1 mile south of junction with SR 1389; Andrews vicinity,
Cherokee County

Date of Construction

ca. 1914

Style

Queen Anne

Associated Outbuildings

ca. 1914 wash house
ca. 1980 auto garage
ca. 1980 prefabricated house

Setting and Landscape Design

The house is located just north of U.S. 19-74-129 and the town of Andrews in a rural, agricultural setting. Agricultural fields are located to the north, south, and east of the house, and a cluster of houses built primarily between the 1920s and 1950s, is located on small lots west of S.R. 1388. The house yard is bordered by a fence that also encloses a wash house, a modern garage, and a modern, one-story prefabricated dwelling. The yard contains mature shrubbery and shade trees. A modern, farm machinery shed stands east of the yard outside the fence line.

Integrity (Plates 1-6) (Figure 4)

The George B. Walker House survives largely intact. The two-and-a-half-story Queen Anne residence has an asymmetrical form comprised of projecting hip-roofed and gable-roofed bays on both the main facade and side elevations. The principal high hip roof is enlivened by subsidiary gables and hip-roofed dormers. The full-height rear ell has an enclosed porch on the west elevation and a shed rear extension. The one-story wraparound verandah retains original classical columns, though the east side has been partially enclosed as screened porch. The exterior also includes original weatherboard siding, brick interior chimneys, and double-hung windows with one-over-one sash.

The interior finish and plan also remain essentially intact, though the kitchen in the rear wing has been modernized. The front entrance opens into a broad stair hall. This hall features an impressive paneled, closed-string staircase that rises in three flights to the second floor. The living room and dining room have five-panel doors, built-in bookcases and cabinets, and elegant mantels with mirrored overmantels and shelves supported by brackets and colonettes. Access to the second floor was not permitted.

Bordered by a simple wire fence with wood posts, the yard of the house consists of mature trees and other plantings, as well as a ca. 1914 frame wash house with a projecting gable front roof. This building is located just east of a modern frame, gable-roofed garage/storage building that is connected to the east elevation of the house by a short, covered walkway. A modern, prefabricated dwelling stands just north of the main house.

The farmland around the house contains no intact outbuildings dating before World War II. A modern, frame machinery shed is located east of the yard, and a deteriorating, abandoned, gambrel-roofed barn, which may date to the 1920s, is located to the northeast, on the south side of S.R. 1389.

Historical Background

In 1911, George B. Walker (1855-1928) sold his property in Graham County, where he had spent much of his adulthood, and bought approximately 1,800 acres of farmland owned by the Hennessee and Piercy families north of Andrews (White 1987: 47; Williams 1984: 123). About 1914, Walker hired a Robbinsville contractor named Stratton to build this Queen Anne residence as the seat of a substantial cattle farm. The house is largely a copy of the Queen Anne residence Walker had previously owned in Robbinsville, where he operated a mercantile establishment (Graham County Centennial 1972: 36).

George B. Walker was the son of William Walker, who had settled in Cherokee County in 1839 and established the Walker Inn (National Register 1975) in present-day Andrews. George B. Walker married Martha Barker (1860-1952) in 1884, and raised five children, including local historian Margaret Mable Freel. In addition to his mercantile and farming operations, Walker also served as state senator from the 33rd District in the 1920s. Although the large Walker farm has been subdivided over the decades, the George B. Walker House is still owned and occupied by heirs, and the land around the house remains agricultural.

Evaluation

The George B. Walker House is considered eligible for the National Register under Criterion C for architecture. The house ranks among the most fashionable and well-preserved farmhouses of the early twentieth century in Cherokee County. The great majority of rural houses built in the county before World War I were traditional, regional types embellished with simple, vernacular trim. By contrast, this impressive, asymmetrical Queen Anne house, which was modeled after Walker's earlier residence in Robbinsville, epitomized the national mainstream in its elements of design. The two-and-a-half-story house stands out among the simpler, smaller, and symmetrical farmhouses of the period, asserting Walker's up-to-date taste and position as a wealthy local landowner (see *Historic and Architectural Contexts*, pp. 20-21).

The property is not recommended as eligible under any other criterion. The property is not eligible under Criterion A because it is not associated with events that have made a significant contribution to the broad patterns of our history. Specifically, because no agricultural outbuildings survive intact that represent the operation of the farm during Walker's tenure, the tract is not considered to have sufficient integrity for agricultural significance. The property is also not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context. Finally, the property is not recommended as eligible under Criterion D because the architectural component is not likely to yield information important in the history of building technology. For consideration of the eligibility of the archaeological component of the property see the archaeology report.

The proposed National Register boundaries encompass the George B. Walker House and yard. This area, which measures approximately one acre, is defined by fence lines on the north, south, and east sides, and by the S.R. 1388 right-

of-way on the west side. It contains mature shade trees and shrubbery and one contributing outbuilding--the ca. 1914 wash house. The modern garage and the prefabricated other dwelling are both non-contributing (Figure 5).

can't tell from photos if fence runs along road.
Doesn't say where R/W is → assume back of ditch?



Plate 1. George B. Walker House and Setting, Looking North.



Plate 2. George B. Walker House, Looking North.



Plate 3. George B. Walker House, East Elevation, Looking West.



Plate 4. George B. Walker House, Rear Elevation, Looking South.



Plate 5. Garage and Wash House, George B. Walker House Property, Looking South.

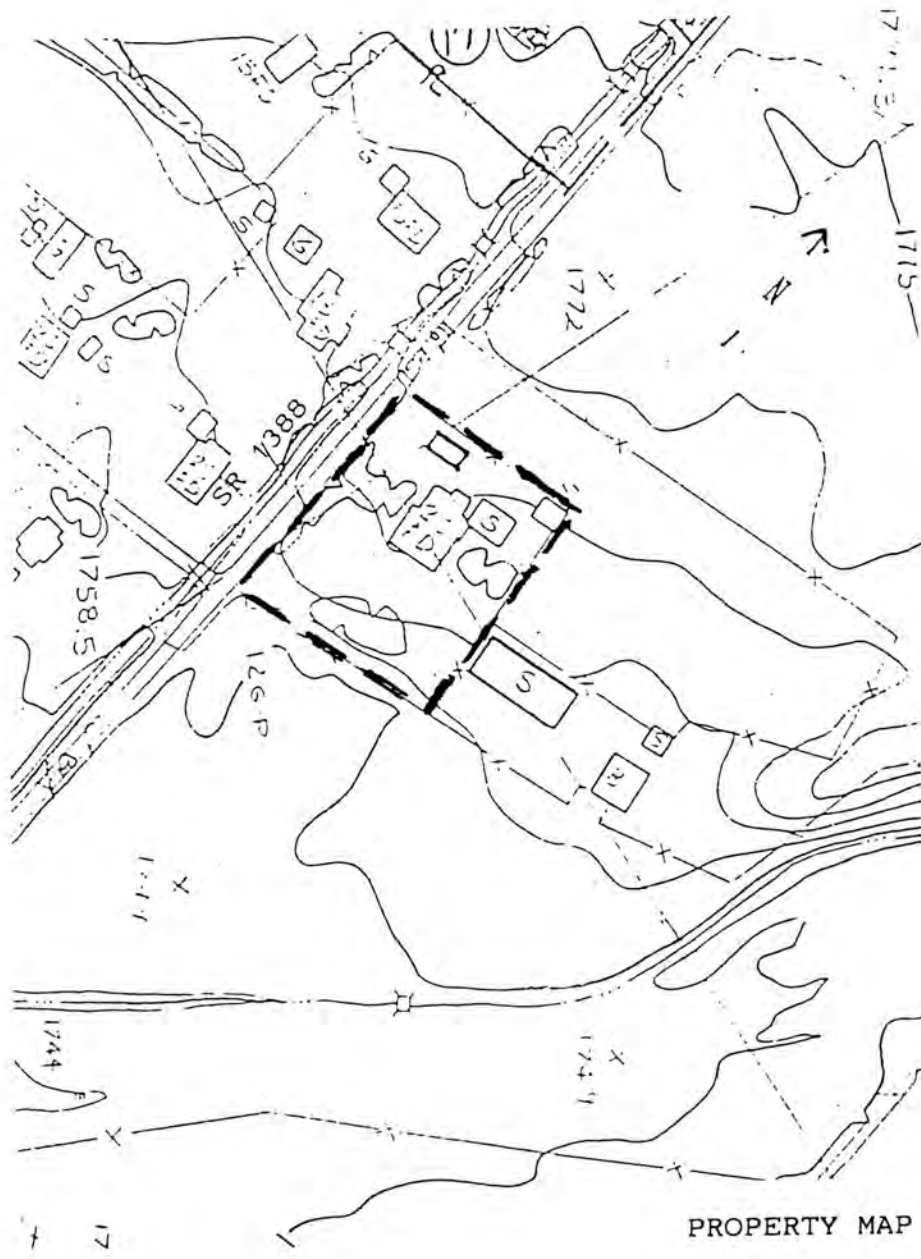


Plate 6. George B. Walker House, Living Room Mantel.

Figure 5

George B. Walker House
Proposed National Register Boundaries

(1" = 200')



PROPERTY MAP AVAILABLE AT
DSATLANTIC, RALEIGH, NC

Stecoah School (#44)

Southeast side S.R. 1226; Stecoah, Graham County

Date of Construction

1931

Style

Colonial Revival

Associated Outbuildings and Structures

Gymnasium (1950)

Stone wall (ca. 1931)

Setting and Landscape Design

The school is located in the Stecoah community, a small, rural settlement clustered primarily along the southeast side of SR 1226. Located in a narrow valley drained by Stecoah Creek, the school and surrounding settlement are bounded by steep, heavily wooded terrain. The school occupies a clearing that includes the main school facility and a gymnasium to the south. A broad lawn with mature trees is located in front (west) of the school building, and a low rock wall with an arched entryway runs along the south side of the grounds. Modern playground equipment is located at the east, west, and south sides of the campus.

Integrity (Plates 7-12) (Figure 6)

Erected in 1931, this one-story, U-shaped building survives largely intact. The exterior features a striking native fieldstone veneer, banks of double-hung windows, and two pedimented stepped parapets signifying the entrances on the main facade. The entry porches have arched openings that echo decorative arches in the twin parapets. The parapets also have cast-stone coping and trim, and the windows have cast-stone sills. The main elevation has a hip roof, and the two rear classroom wings have gable roofs. Small gable-roofed dormers are located in the front and side elevations, and a tall, stone chimney stack rises from the rear of the hip-roofed section. Although the window configurations are original, they have modern metal, one-over-one sash with decorative sash tape that imitates the original nine-over-nine arrangement.

The interior of the school retains the original corridor plan. The hallways have wood floors and plaster walls, and the classroom doors have original multiple-paned transoms. The school was locked and access to the interior was not possible.

The campus includes other buildings and structures with matching fieldstone veneers. A low stone wall, which appears to be contemporary with the school, runs along the paved driveway just southwest of the school. The wall terminates at the gymnasium, which is located at the south end of the campus. Built in 1950, this intact, one-story, stone-veneered building has stepped parapets on the north and south elevations, cast-stone coping, and large steel-sash windows separated by fieldstone pilasters along the east and west sides. The gymnasium rests on a raised concrete-block foundation. A modern covered walkway runs from the gym to the main school building.

The school and gym are currently vacant, and the property has been recently acquired by Graham County for adaptive reuse. Specific plans, however, have not been finalized. Also in recent years, a section of the original school grounds located southwest of the main driveway (beyond the stone wall) was sold to the county and private owners (Richard Davis Interview 1995; Graham County Board of Education Records).

Historical Background

Stecoah School was constructed for white students in 1931 as part of the school consolidation movement in Graham County and throughout North Carolina (see Education Context, pp. 21-23). In Stecoah Township of Graham County, consolidation was launched in the mid-1920s, when the construction of graded roads connected the upper and lower sections of Stecoah valley. With improved roads, small schools in the Panther Creek, Stecoah, and Sawyer's Creek communities were consolidated into the Stecoah School, which was built on its present site in 1926. That building, which is said to have reflected the present facility in both design and materials, was destroyed by fire in 1930. In 1931, the present school was built on the same foundation. The gymnasium building, which contains a cafeteria on the south side, was constructed in 1950. Stecoah School served both high school and elementary students until the 1960s, when it functioned entirely as an elementary school. In recent years the facility was vacated by the Graham County school system and sold to the county for adaptive reuse. The school building and gymnasium are currently vacant (Graham County Centennial 1972: 64).

Evaluation

One of two consolidated schools built in Graham County before World War II, Stecoah School is considered eligible for the National Register under Criterion A for education. Stecoah School is not considered eligible under any other criterion. The property is not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context. The property is not considered to have the degree of architectural significance for eligibility under Criterion C. The property is also not considered eligible under Criterion D, as the architectural component is not likely to yield information important in the history of building technology. For consideration of the eligibility of the archaeological component of the property see the archaeology report.

? Degree of
institutional
significance

The proposed National Register boundaries encompass the portion of the existing campus that contains the 1931 school, ca. 1931 stone wall, and the 1950 gymnasium. Consisting of approximately six acres, the tract is clearly defined by the existing property lines along the east, west, and north sides, and by the stone wall that runs along the south side.



Plate 7. Stecoah School, Looking East.



Plate 8. Stecoah School, South Elevation, Looking North.



Plate 9. Stecoah School, Rear Elevation, Looking West.



Plate 10. Stecoah School, North Elevation, Looking Southeast.



Plate 11. Stecoah School, Stone Wall, Looking North.

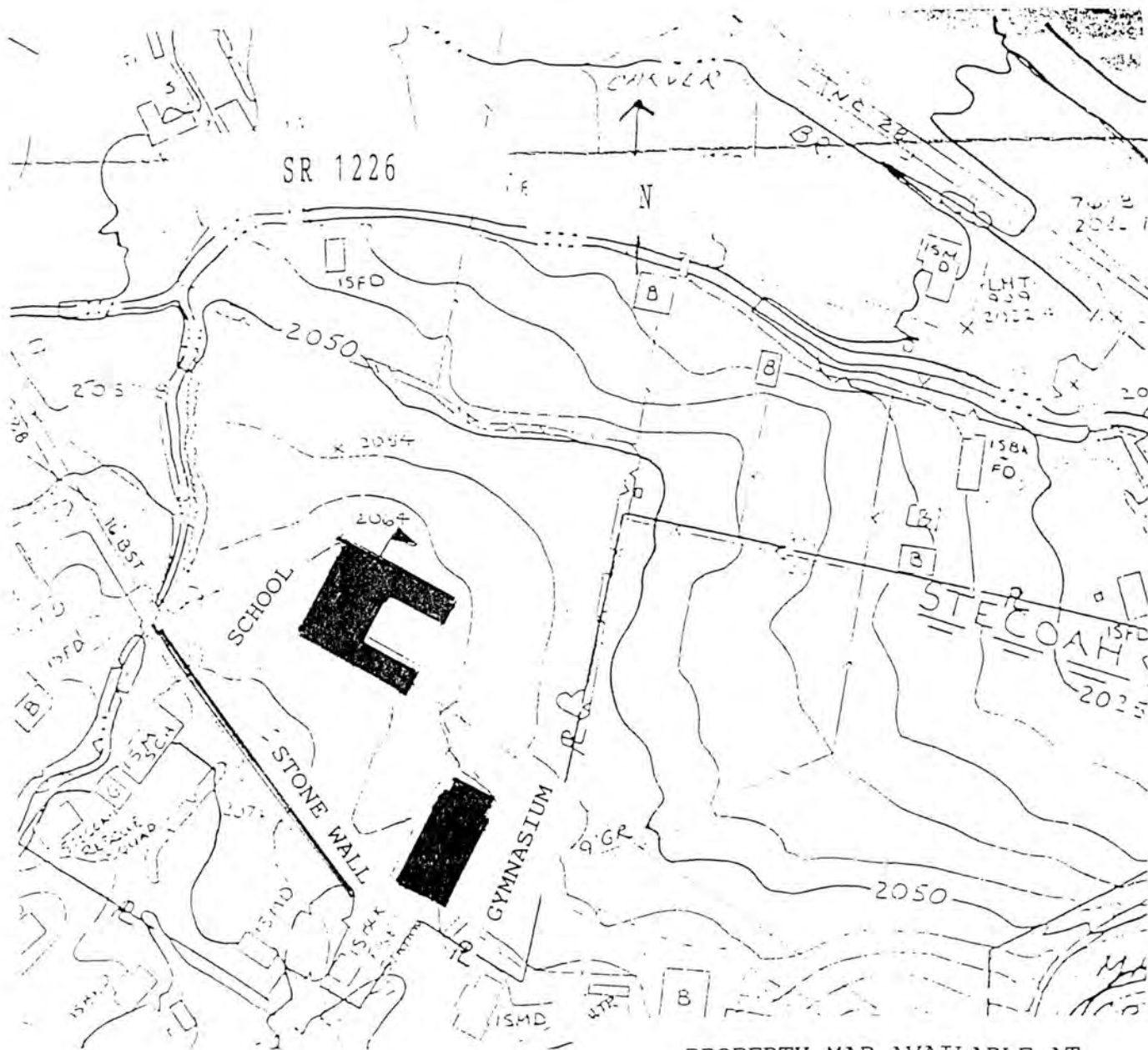


Plate 12. Stecoah School Gymnasium, East Elevation, Looking West.

Figure 6

Stecoah School
Site Plan

(1" = 200')

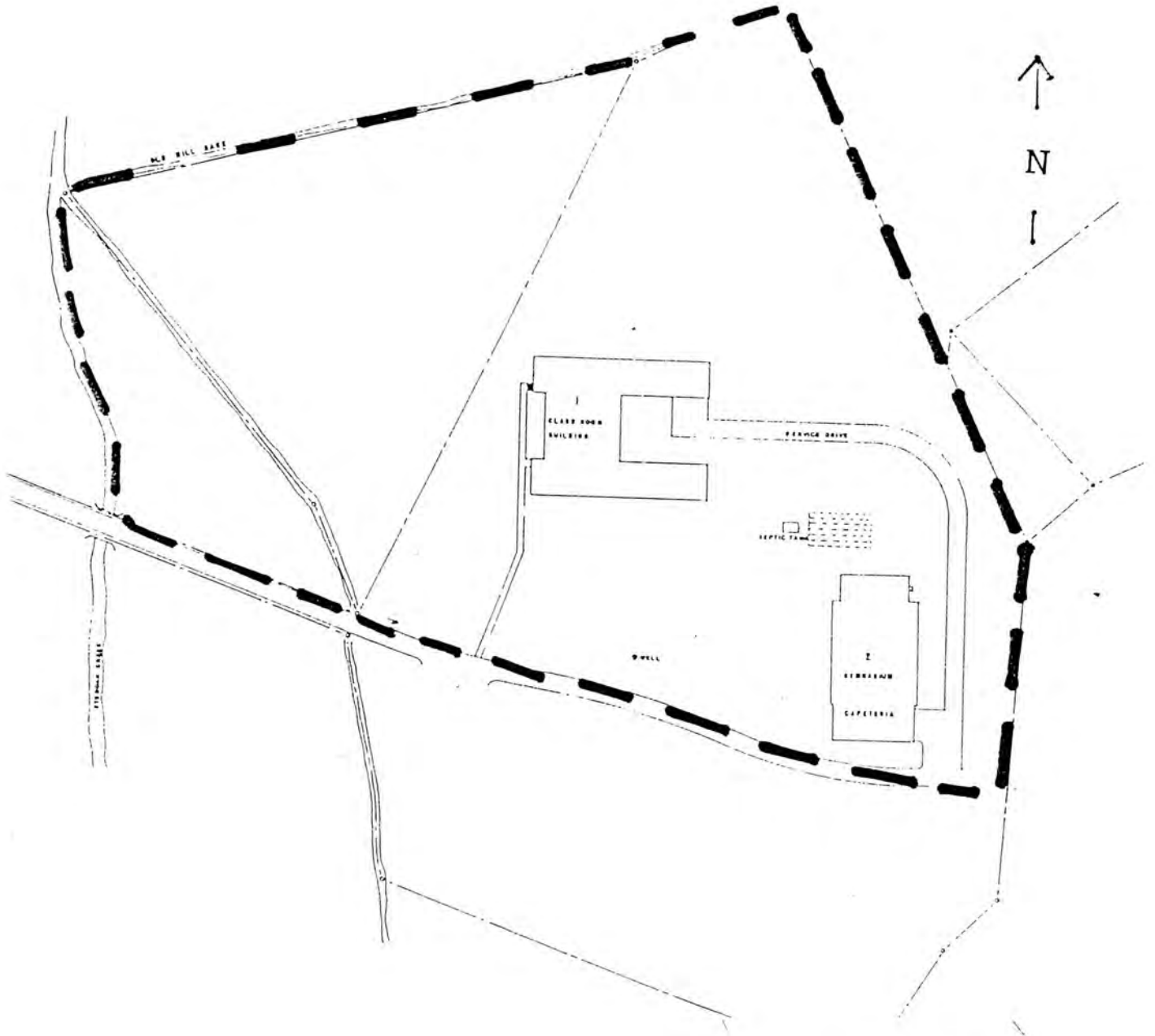


PROPERTY MAP AVAILABLE AT
DSATLANTIC, RALEIGH, NC

Figure 7

Stecoah School
Proposed National Register Boundaries

(1" = 150')



GRAHAM CO.

BOARD OF EDUCATION MAP

Trail of Tears: Tatham Gap Segment (#51)

Follows route of the approximately six-mile U.S. Forest Service road along Britton and Long creeks and through Tatham Gap in the Snowbird Mountains; Andrews and Robbinsville vicinities, Cherokee and Graham counties

Date of Construction

1838

Setting and Landscape Design

This segment of the Trail of Tears is located in the rugged, wooded terrain of the Snowbird Mountains with elevations reaching 3,800 feet. The winding, north-south route runs at a steep incline above Britton and Long creeks through scenic Tatham Gap and generally follows a graded, gravel U.S. Forest Service road. The route can be traversed by automobile and is marked along the way by wooden U.S. Forest Service signs.

Integrity (Plates 13-15) (Figure 8)

This steep, winding trail has few intrusions. The approximately six-mile route cuts through a heavily wooded area with dramatic views of forested mountains to the east and west. The trail and view shed contain no buildings or structures, and the only evidence of development is the graded, gravel U.S. Forest Service road.

Historical Background

This section of the Trail of Tears is said to have been constructed in 1838 as a provisional military road used for the forced removal of Cherokees in western North Carolina (see *Ethnic Heritage: Native American Context*, pp. 23-37; White 1987: 460; *Graham County Centennial 1972*: 11; Bonnett 1995). The north-south route cuts through a gap in the Snowbird Mountains and was used to transport the Cherokees from Fort Montgomery (Robbinsville) to Fort Delany (Andrews), and on to Fort Butler (Murphy). As with many other local roads of the period, this one may have been a pre-existing Indian trail, surveyed and improved for the removal campaign (Riggs 1995). James W. Tatham of Cherokee County surveyed the route and supervised its construction. The Tatham family owned land around the mountain gap, and the road is known locally as Tatham Gap Road (White 1987: 460).

In 1837-1838, federal troops led by Major General Winfield Scott were charged with the forced removal of the North Carolina Cherokees. The 1835 census of Cherokees in North Carolina recorded a population of 3,644, virtually all of them living in the mountainous southwestern region (Cashion 1970: 11). A series of removal forts were established near the largest Indian settlements. These posts were to serve as a base of operations of the troops and as a collecting area for the Indians. When enough Indians had been collected at one of these posts to warrant a military escort, they were sent to one of three large concentration camps in Tennessee and Alabama (Cashion 1970: 32-33; Woodward 1963: 194).

The North Carolina army posts included forts Montgomery, Delany, Lindsay (Bryson City), Hembrie (Hayesville) and Butler (see Figure 2). Fort Butler was the most important of the North Carolina posts. Cherokees from the other removal forts were taken to Fort Butler before they were sent to the main agency at Calhoun, Tennessee (Cashion 1970: 33; National Park Service 1992:

Cherokees by force. By late July, the collection of all but those Indians who had fled into the mountains had been completed (Cashion 1970: 24).

Evaluation

The Tatham Gap Segment of the Trail of Tears is recommended as eligible for the National Register under Criterion A, Ethnic Heritage: Native American. This trail survives with few intrusions and vividly evokes the tragic event that marked the forced removal of the North Carolina Cherokees. The route is currently designated as a section of the Trail of Tears by wooden signs posted by the U.S. Forest Service. It is not known when the Forest Service officially designated the trail. The U.S. Forest Service has not identified any other segments of the Trail of Tears in the region (Bonnett 1995; Smedeker 1995).

The property is not recommended as eligible under any other criterion. This section of the trail is not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context. The trail contains no architectural resources and is therefore not eligible under Criteria C or D as these criteria relate to design or the history of building technology. For consideration of the eligibility of the archaeological component of the trail see the archaeology report.

It should be emphasized that the identification of this segment of the Trail of Tears by the U.S. Forest Service was not based upon independently conducted archaeological or historical research. Local tradition acknowledges the role of the Tatham Gap road in the removal of the Cherokees, and the route's importance in that tragic event is recounted in the published history of Graham County (Graham County Centennial 1972: 11). However, the principal investigators for this Phase II report discovered no other references to the Tatham Gap route in the examination of secondary sources about the Trail of Tears.

The recommended boundary encompasses the approximately six-mile U.S. Forest Service road and its rugged, wooded setting through Tatham Gap. The south end of the boundary is located near the junction of the service road with SR 1391, north of Andrews. Here, a posted U.S. Forest Service sign designates the narrow, gravel route winding northward from S.R. 1391 as being part of the historic Trail of Tears. The north end is situated at the northern terminus of the service road, which at that point becomes S.R. 1110, a paved two-lane road leading into Robbinsville. S.R. 1110 is lined with twentieth-century buildings and other land uses. The proposed boundary lines follow portions of creeks as well as wooded ridges that run along both sides of the trail and define the setting (Figure 8).



Plate 13. Trail of Tears, Tatham Gap Segment, Looking North from South End of Trail.



Plate 14. Trail of Tears, Tatham Gap Segment, Looking South.



Plate 15. Trail of Tears, Tatham Gap Segment, Looking North through Tatham Gap.

TRAIL OF TEARS
TATHAM GAP SEGMENT
PROPOSED
NATIONAL REGISTER BOUNDARIES

1" = 2000'



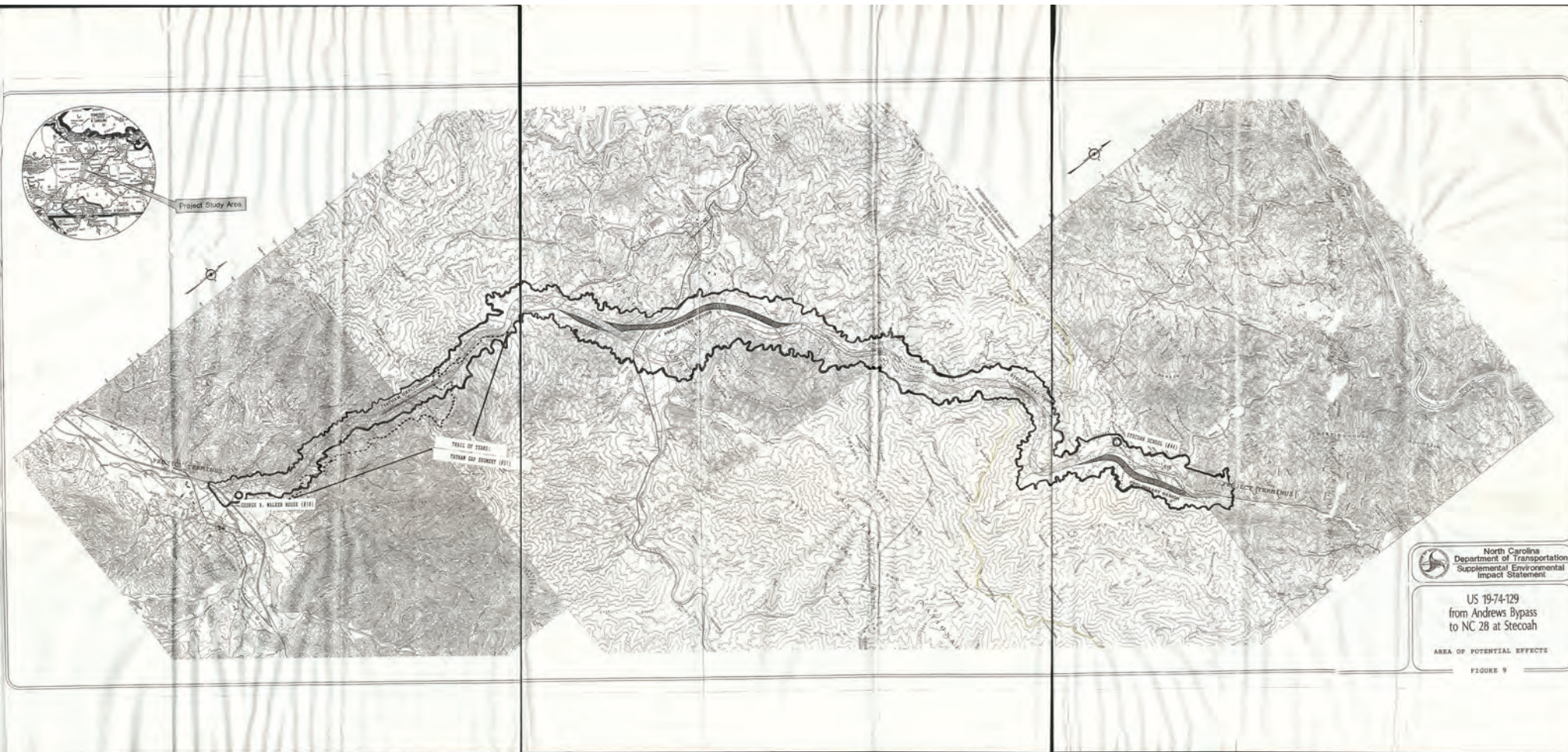
FIGURE 8


VII. BIBLIOGRAPHY

- Anderson, James D. *The Education of Blacks in the South, 1860-1935*. Chapel Hill: University of North Carolina Press, 1988.
- Bayless Collection (SM 80-9), unpublished letter. Special Collections, Western Carolina University, Cullowhee, North Carolina.
- Bishir, Catherine W. *North Carolina Architecture*. Chapel Hill: University of North Carolina Press, 1990.
- Bonnett, Joseph. Interview. December 10, 1995. Bonnett is on the U.S. Forest Service staff, Robbinsville, North Carolina.
- Cashion, Jerry Clyde. "Fort Butler and the Cherokee Indian Removal from North Carolina." Draft report prepared for the N.C. Division of Archives and History, Raleigh, 1970.
- Davis, Richard. Interview. December 18, 1995. Davis is Assistant Superintendent of Education, Graham County, N.C.
- Dixon, Roy S., Jr. *Cherokee Prehistory: The Pisgah Phase in the Appalachian Summit Region*. Knoxville, University of Tennessee Press, 1976.
- Freel, Margaret W. *Our Heritage: The People of Cherokee County, North Carolina, 1540-1955*. Asheville: Miller Printing County, reprinted by the Andrews Journal, 1973.
- Graham County Centennial. *Graham County Centennial, 1872-1972*. Robbinsville, N.C., Graham County Centennial, Inc., 1972, reprinted 1986.
- Hanchett, Thomas. 1988. "The Rosenwald Schools and Black Education in North Carolina," *North Carolina Historical Review* LXV, no. 8 (October): 387-444.
- Keel, Bennie C. *Cherokee Archaeology: A Study of the Appalachian Summit*. Knoxville: University of Tennessee Press, 1976.
- King, Duane H., ed. *The Cherokee Nation: A Troubled History*. Knoxville, Tennessee: University of Tennessee Press, 1979.
- Lefler, H. T. and A. R. Newsome. *North Carolina: The History of a Southern State*. Chapel Hill: University of North Carolina Press. 1963.
- Malone, Henry T. *Cherokee of the Old South*. Athens: University of Georgia Press, 1956.
- "Murphy, North Carolina," informational publication, Industrial Development Department, Louisville and Nashville Railroad, Company, Louisville, Kentucky, 1959.
- National Park Service. *Trail of Tears National Historic Trail, Comprehensive Management and Use Plan*. Denver, Colorado, Denver Service Center, U.S. Department of the Interior, 1992.

- Novick, Andrea Lee. "An Archaeological and Historical Background Study with Recommendations for Archaeological Work, U.S. 64, U.S. 19 in Murphy to East of N.C. 141, Cherokee County, North Carolina, T.I.P. No. 977." Report prepared for North Carolina Department of Transportation, September 1990.
- Rehder, John B. "The Scotch-Irish and English in Appalachia," in *To Build a New Land: Ethnic Landscapes in North America* Allen G. Noble, ed., 95-118. Baltimore, Maryland: John Hopkins University Press, 1992.
- Riggs, Brett. Interview. December 1, 1995. Riggs is a professional archaeologist who is currently studying Cherokee settlement sites in western North Carolina.
- Sharpe, Bill. *A New Geography of North Carolina*. Vol. 1. Raleigh: Sharpe Publishing Company, 1954.
- Slegle, Ethel. Interview. November 30, 1995. Mrs. Slegle is a descendant of George B. Walker and occupies the George B. Walker House.
- Smedeker, Rodney. Interview. December 5, 1995. Smedeker is a U.S. Forest Service staff archaeologist, Asheville, North Carolina.
- Southern, Michael. "The I-House as a Carrier of Style in Three Counties of the North Carolina Piedmont," in *Carolina Dwelling*. Doug Swaim, ed., 70-83. Student Publication of the School of Design, vol. 26. Raleigh: North Carolina State University, 1987.
- Sumner, Jim. 1990. "A Brief History of North Carolina's Early Twentieth Century Public School System." North Carolina Historic Preservation Office Newsletter (Spring): 1-5.
- Suttlemyre, Charles Greer, Jr. "National Register of Historic Places Nomination for Walker Inn, Cherokee County, North Carolina." 1975. Copy available at the N.C. Division of Archives and History, Raleigh.
- Swaim, Doug. "North Carolina Folk Housing," in *Carolina Dwelling*. Doug Swaim, ed., 28-45. Student Publication of the School of Design, vol. 26. Raleigh: North Carolina State University, 1987.
- Van Noppen, Ian W. and John H. Van Noppen. *Western North Carolina Since the Civil War*. Boone, North Carolina: Appalachian Consortium Press, 1973.
- White, A. D. *The Heritage of Cherokee County, North Carolina*. Vol. 1. Murphy: Cherokee County Historical Museum, 1987.
- Williams, Michael Ann. *Marble and Log: The History and Architecture of Cherokee County, North Carolina*. Raleigh: Division of Archives and History, North Carolina Department of Cultural Resources, 1984.
- Woodward, Grace Steele. *The Cherokees*. Norman, Oklahoma: University of Oklahoma Press, 1963.

VIII. APPENDIX A
AREA OF POTENTIAL EFFECT MAP




 North Carolina
 Department of Transportation
 Supplemental Environmental
 Impact Statement

US 19-74-129
 from Andrews Bypass
 to NC 28 at Stecoah

AREA OF POTENTIAL EFFECTS
 FIGURE 9

IX. APPENDIX B
PHOTOGRAPHIC INVENTORY/EVALUATIONS

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

FEB 26 1996
USDA/Forest Service
NCEIC 115

Brief Project Description

US 19-74-129 FROM ANDREWS BYPASS TO NC 20 IN STECOAH

On FEBRUARY 8, 1996, representatives of the

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

reviewed the subject project at

- A scoping meeting
- Historic architectural resources photograph review session/consultation
- Other _____

All parties present agreed

- there are no properties over fifty years old within the project's area of potential effect.
- there are no properties less than fifty years old which are considered to meet Criterion Consideration G within the project's area of potential effect.
- there are properties over fifty years old (list attached) within the project's area of potential effect, but based on the historical information available and the photographs of each property, properties identified as PROPERTIES # 1-9 11-43 AND 45-50 are considered not eligible for the National Register and no further evaluation of them is necessary.
- there are no National Register-listed properties within the project's area of potential effect.

Signed:

Clay Griffin 2/6/96
Representative, NCDOT Date

Ray C. Shelton 2/9/96
FHWA for the Division Administrator, or other Federal Agency Date

Debra B. Bavin 2/8/96
Representative, SHPO Date

David Wood, Deputy 2/16/96
State Historic Preservation Officer Date

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

US 19-74-129 PROJECT
GRAHAM AND CHEROKEE COUNTIES

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

Number	Name	Reason Not Eligible
1.	House	Frame, story-and-a-half bungalow; no special architectural or historical significance.
2.	House	Frame, shingled, story-and-a-half bungalow; replacement chimney; no special architectural or historical significance.
3.	House	Frame, story-and-a-half bungalow; remodeled front porch; no special architectural or historical significance.
4.	House	Frame, vinyl sided, clipped-gable bungalow; no special historical or architectural significance.
5.	House	Frame, story-and-a-half bungalow; no special architectural or historical significance.
6.	House	Frame, vinyl sided bungalow, no special architectural or historical significance.
7.	House	Frame, clipped-gable bungalow; no special architectural or historical significance.
8.	House	Frame, hip-roofed cottage with wraparound porch and patterned metal roof; replacement square porch posts; no complex of outbuildings; no special architectural or historical significance.
9.	House	Frame, gable-front dwelling; no special architectural or historical significance.
11.	House	Frame, hip-roofed cottage with tapered porch posts; no special architectural or historical significance.
12.	House	Frame, pyramidal-roofed cottage with sawnwork porch brackets; replacement picture window and modern side wing; porch originally wrapped around facade; extensively modernized interior; no special architectural or historical significance.
13.	House	Frame, hip-roofed dwelling with hip-roofed dormers and wraparound porch; replacement square porch

- posts and replacement siding; no outbuildings; no special architectural or historical significance.
14. Piercy-Adams Hse Late 19th-century vernacular farmhouse with replacement vinyl siding and altered two-tier front porch; later chimney stack on east gable end but stone lower section is original and intact; collection of frame outbuildings and stone smokehouse behind house; modern dwelling stands immediately to the east; because of alterations the property is considered to have no special architectural or historical significance.
15. House Frame, pyramidal-roofed cottage with replacement porch posts and chimney stack; no special architectural or historical significance.
16. House Frame, side-gable cottage with remodeled and enclosed front porch; no special architectural or historical significance.
17. Barn Ca. 1920s gambrel-roofed barn with concrete silo and gable-roofed cupola; probably historically associated with Walker House (#10); because of deteriorated condition it is not considered eligible for National Register.
18. House Frame, story-and-a-half, double-pile dwelling with shed-roofed porch, interior chimney, and two-over-two windows; replacement porch posts; no associated outbuildings or farmland; no special architectural or historical significance.
19. House Extensively altered story-and-a-half, frame dwelling with replacement stucco exterior; engaged porch with missing posts; deteriorated interior; adjacent barn appears to post-date WWII.
20. Sharpe-Gourley Hse 1928, one-story, frame, weatherboard dwelling with rock chimney on south gable; shed-roofed porch with replacement square posts; rock apple house stands immediately behind house; deteriorated, slatted spring house is also situated to the rear; no special architectural or historical significance.
21. Barns Two ca. 1940-1950 frame barns, one with gable-roof, the other with gambrel roof; not part of larger agricultural complex; no special architectural or historical significance.
22. Crisp Family Hse Frame, story-and-a-half bungalow with rock chimney and engaged front porch; represents ca. 1930 remodeling of earlier dwelling; heavily altered

- interior; modern mantel; log corncrib on the property but no other surviving outbuildings; no special architectural or historical significance.
23. House Ca. 1900 frame I-house with intact two-tier center-bay porch with decorative sawn shingles and sawnwork balustrade; replacement asbestos-shingle siding; concrete-block chimney stack, and alterations to the rear ell; no complete set of outbuildings, though a pre-WWII, deteriorated frame barn and frame shed survive; no special architectural or historical significance.
24. Outbuildings Two early-20th-century outbuildings with log and frame bays—probably a corncrib and small barn; no early dwelling but modern house on the property; no special architectural or historical significance.
25. House Vinyl-sided, story-and-a-half bungalow with frame barn to the rear; no special architectural or historical significance
26. House Vinyl-sided, story-and-a-half dwelling with replacement brick chimney stack on east gable end; no special architectural or historical significance
27. Log Barn V-notched log barn with frame shed extension on gable ends; no other associated outbuildings or farmhouse survives; no special architectural or historical significance
28. House/Barn One-story, vernacular frame house with replacement asbestos-shingle siding and altered porch; associated frame, gable-front barn; no special architectural or historical significance
29. Farm Complex Early-20th-century, vernacular, frame farmhouse and collection of associated frame outbuildings, including barn, corncribs, sheds; house is heavily altered with partially enclosed porch and replacement siding; no special architectural or historical significance.
30. House Early-20th-century, vernacular, frame farmhouse with patterned tin roof and hip-roofed porch; altered porch and vinyl siding; no special architectural or historical significance.
31. House Representative, clipped-gable bungalow with hip-roofed front porch and stone apron supporting tapered posts; no special architectural or historical significance.

32. House/Barn Representative side-gable bungalow with steeply pitched roof, engaged porch, and grouped columns on stone piers; associated gambrel-roofed barn (possibly pre-WW II) stands on the property; no special architectural or historical significance.
33. House Vernacular, early-20th-century frame house with later bungalow elements; some original turn porch posts survive, though porch appears to have been partially enclosed in 1920s when bungalow traits added; replacement asbestos siding; no special architectural or historical significance.
34. House Representative side-gable bungalow with engaged porch and grouped posts on stone piers and apron; associated shed and garage; no special architectural or historical significance.
35. Johnny Cody Hse Early-20th-century, vernacular farmhouse with high hip roof, broad three-bay facade, shed-roofed porch; interior includes center hall and simple classical mantel; alterations include replacement porch posts, removal of second-tier, center-bay porch, and replacement paneling in major rooms; some no outbuildings; modern house stands immediately to the rear; Cody House is vacant.
36. Molt Rice Hse Vernacular, early-20th-century dwelling with unusual cross-gable, V-shaped configuration; basically intact exterior elements, though house is vacant and in disrepair; two barns stand immediately to the east of the house; no special architectural or historical significance.
37. Floyd Crisp Hse Story-and-a-half, stone-veneered dwelling and garage; originally a weatherboard bungalow that was given stone facing in 1950s; post-WW II outbuildings; erected, remodeled, and occupied by Floyd Crisp; no special architectural or historical significance.
38. House Extensively modernized, vernacular late-19th-century dwelling with partially enclosed engaged porch; refenestration and replacement siding; no special architectural or historical significance.
39. House Vernacular, side-gable, story-and-a-half dwelling with three-bay facade and mix of two-over-two, six-over-six, and three-over-one windows; rear shed extension, hip-roofed porch with exposed rafters and slender square posts; asphalt siding; stone chimney on east gable end; basic form suggests a remodeled and expanded log dwelling, but this is

- unconfirmed; V-notched log barn on the site; no special architectural or historical significance.
40. House Altered gable-front bungalow; no special architectural or historical significance.
41. House Aluminum-sided and remodeled vernacular story-and-a-half dwelling; collection of post-WW II outbuildings; no special architectural or historical significance.
42. House Vernacular, frame, story-and-a-half dwelling with replacement windows and porch; stone end chimney; frame barn; no special architectural or historical significance.
43. House Extensively altered one-story frame dwelling with engaged front porch; elevated stone foundation; replacement porch elements and siding; no special architectural or historical significance.
45. Barn Typical frame, gable-front barn with side extensions; no special architectural or historical significance.
46. Barn Typical frame, gambrel-roofed barn, possibly post-WW II; no special architectural or historical significance.
47. House Extensively altered, vernacular, 19th-century, frame, dwelling with replacement siding, porch posts, and concrete-block chimney; no special architectural or historical significance.
48. House Representative story-and-a-half bungalow with modernized windows; intact gable-front porch with tapered posts on stuccoed piers; no special architectural or historical significance.
49. House Representative, early-20th-century, side-gable cottage with replacement chimney and aluminum siding; stone smokehouse; no special architectural or historical significance.
50. Edwards Hse Vernacular, early-20th-century hip-roofed, double-pile cottage with replacement square porch posts; no special architectural or historical significance.

2



4



1



3



6



8



5



7



11



13



9



12



15



17



14



16



19



20



18



20



22



24



21



23



26



28



25



27



30



32



29



31



34



36



33



35



38



40



37



39



42



45



41



43



47



49



46



48



50





Project Study Area



North Carolina
Department of Transportation
Supplemental Environmental
Impact Statement

US 19-74-129
from Andrews Bypass
to NC 28 at Stecoah

FIELD SURVEY MAP

FIGURE 10

X. APPENDIX C
PROFESSIONAL QUALIFICATIONS

Richard L. Mattson, Ph.D.
Historical Geographer

Education

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

Relevant Work Experience

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

1978-1980 Private Historic Preservation Consultant,
Champaign, Illinois

Project Experience

1994 Trunk Highway 100 Project, Minneapolis, Minnesota.

Prepared an Environmental Assessment for improvements to Highway 100 on the west side of the city. Project included the identification and evaluation of a proposed highway historic district.

1994 Albemarle County Thematic Contexts Project, Albemarle County, Virginia.

Developed the thematic historic contexts for the architectural resources in this historic Virginia Piedmont county. Properties included plantations and country estates around Charlottesville.

1994 City of Clifton Forge Architectural Survey, Alleghany County, Virginia.

Conducted architectural survey and completed IPS survey forms and survey report for this Chesapeake and Ohio Railway town in western Virginia.

1994 (Former) Thrift Mill National Register Nomination, Charlotte, North Carolina.

Prepared National Register nomination for this major 1912 cotton mill on the Piedmont and Northern Railway.

1994 Durham Bypass, Durham, North Carolina.

Prepared an Environmental Assessment for the construction of a bypass around the city of Durham. Project included identification of known historic resources, the survey of potentially significant properties, and the delineation of an area of potential effects. Survey area included the West Point on the Eno State Park.

1993 Town of Ayden National Register Nomination, Pitt County, North Carolina.

Completed architectural survey and prepared National Register district nomination for this rural Coastal Plain community. Over 300 properties are included in the district.

- 1993 Preservation Tax Certification and National Register Nomination for the Parks-Cramer Company Complex, Charlotte, North Carolina.
- Prepared tax certification and National Register nominations for this 1920s industrial site.
- 1993 Fayetteville Bypass, Fayetteville, North Carolina.
- Prepared an Environmental Assessment for the construction of a bypass around the city of Fayetteville. Project included identification of known historic resources, the survey of potentially significant properties, and the delineation of an area of potential effects. Survey area included portions of the military base of Fort Bragg.
- 1993 Maiden Road (SR 2007) Improvement Project, Catawba County North Carolina.
- Prepared State Environmental Assessment for the improvements and partial relocation of SR 2007 near Maiden, North Carolina.
- 1993 Washington Bypass Project, Beaufort and Pitt Counties, North Carolina.
- Completed Phase 1 reconnaissance level survey for the relocation of U.S. 17 around Washington, North Carolina. Resources included antebellum plantations and farms oriented to Tar and Pamlico rivers.
- 1993 N.C. 49 Highway Improvement Project, Mecklenburg County, North Carolina.
- Conducted architectural survey and prepared findings of effect in compliance with Section 106 and Section 4(f) for North Carolina Department of Transportation. Project included the identification of farmhouses potentially eligible for the National Register.
- 1993 Consultant, Museum of the New South, Charlotte, North Carolina.
- Create projects (including tours) concerning the historical and architectural development of African-American neighborhoods and textile mill towns in and around Charlotte, North Carolina.

- 1993 Consultant, Museum of the New South, Charlotte, North Carolina
- Creating projects (including tours) concerning the historical and architectural development of African-American neighborhoods and textile mill towns in and around Charlotte, North Carolina.
- 1992 N.C. 49 Highway Improvement Project, Cabarrus and Stanly Counties, North Carolina
- Conducted architectural survey and prepared findings of effect in compliance with Section 106 and Section 4(f) for North Carolina Department of Transportation. Project included the identification of three historic districts, including a rural district consisting of late nineteenth-century farmsteads.
- 1992 U.S. 64 Relocation, Cherokee County, North Carolina
- Prepared environmental impact statement in compliance with Section 106 for a highway project in this mountain county of North Carolina.
- 1992 U.S. 70 Bypass, Town of Havelock, North Carolina
- Prepared an environmental impact statement for a highway bypass project around the Town of Havelock. Project included planning in conjunction with both the U.S. Marine Corps at Cherry Point and the Croatan National Forest.
- 1992 Preservation Tax Certification Application, Colvin Plantation, Chester County, South Carolina
- Prepared all parts of the certification application for the rehabilitation of this antebellum plantation seat.
- 1991-1992 New U.S. 70 Goldsboro Bypass, Goldsboro, North Carolina
- Conducted architectural survey, wrote historical context, and prepared findings of effect in compliance with Section 106 and Section 4(f) for the North Carolina Department of Transportation. Environmental impact statement prepared for a highway bypass in Wayne County, North Carolina.
- 1991-1992 U.S. 421 Improvement, Wilkes County, North Carolina
- Conducted architectural survey and prepared environmental impact statement, including compliance for Section 106 and Section 4(f) for

- highway widening and new location. Resources included early twentieth-century farms.
- 1991 Charlotte Outer Beltway, Mecklenburg County, North Carolina
- Consulted on the historical and architectural significance of selected properties, including slave cemetery and antebellum plantation.
- 1991 Former U.S. Naval Ammunition Depot, Charlotte, North Carolina
- Conducted site-specific land use history, including deed searches and oral histories, for client interested in acquiring commercial real estate within the former Naval Ammunition Depot site.
- 1991 Dallas-Fort Worth International Airport Expansion, Dallas, Texas
- Conducted architectural survey and provided assistance for Section 106 and Section 4(f) compliance. Resources included residential historic district in the town of Grapevine, Texas.
- 1990-1992 Environmental Impact Statements for I-95 Park-and-Ride Sites, Philadelphia, Bucks, Montgomery, and Delaware Counties, Pennsylvania
- Evaluated the historical and architectural significance of specific sites in the Philadelphia environs. Among the sites was the former Baldwin Locomotive Works in Delaware County. Prepared portions of the environmental impact statements, including finds of effect.
- 1990-1992 Environmental Impact Statements for I-495 Park-and-Ride, Delaware County, Pennsylvania
- Evaluated specific sites for their historical and architectural significance. Prepared portions of the environmental impact statements, including compliance for Section 106 and Section 4(f).
- 1990-1991 N.C. 150 Highway Improvement, Lincoln and Gaston Counties, North Carolina
- Conducted architectural survey and prepared environmental impact statement, including compliance for Section 106 and Section 4(f) for highway widening and new location.
- 1990 U.S. 421 Improvement, Yadkin County, North Carolina

Conducted architectural survey and prepared environmental impact statement, including compliance for Section 106 and Section 4(f) for highway widening. Resources included log buildings and nineteenth century farmsteads.

1990 Nebel Hosiery Mill, Charlotte, North Carolina

Prepared National Register nomination and completed all parts of the Preservation Tax Certification Application for the rehabilitation of the mill and its adaptive reuse as a restaurant.

1990 Colvin Plantation National Register Nomination, Chester County, South Carolina

Prepared National Register nomination for antebellum plantation complex.

1990 Albemarle Northeast Bypass, Stanly County, North Carolina

Conducted architectural survey and prepared environmental impact statement, including compliance for Section 106 and Section 4(f). Resources including early twentieth-century farms.

1989-1991 N.C. 16 Improvement, Lincoln, Gaston, and Catawba Counties, North Carolina

Conducted architectural survey and prepared environmental impact statement, including compliance for Section 106 and Section 4(f) for highway new location. Resources included antebellum plantation seats, nineteenth-century farms, and rural historic district comprising nineteenth-century dwellings, African-American church, and Methodist Camp Meeting Grounds.

1989-1991 U.S. 64 Improvement, Cherokee County, North Carolina

Prepared environmental impact statement in accordance with North Carolina guidelines for state-funded projects.

1989 Spruce Pine Bypass, Mitchell County, North Carolina

Conducted architectural survey and prepared environmental impact statement, including compliance for Section 106 and Section 4(f).

1989 Piatt County Rural Preservation Project, Piatt County, Illinois

- Developed a preservation plan for rural resources in Piatt County, Illinois. Plan included the documentation of historic properties, funding sources for preservation, management plan, and a feasibility study for a rails-to-trails recreational corridor.
- 1989 North Charlotte Textile Mill District, Charlotte, North Carolina
- Prepared the first National Register nomination for a historic mill district in Charlotte. The district comprised three mills, a commercial district, and worker housing.
- 1989 Mecklenburg County (N.C.) Multiple Properties National Register Nomination, Charlotte, North Carolina
- Prepared National Register nominations for fifteen farmsteads, rural churches, and rural crossroads communities.
- 1988 Raleigh's Historic African-American Neighborhoods, Raleigh, North Carolina
- Conducted the first phase of an on-going study concerning the historical development of black districts in the city and its environs. Wrote essay on the emergence of black neighborhoods, mapped their distribution over time.
- 1988 East Wilson African-American Historic District, Wilson, North Carolina
- Prepared the first National Register nomination for an African-American residential and commercial district in North Carolina. The district comprised commercial district, churches, schools, lodges, and more than seventy blocks of residences.
- 1988 North Carolina Rural Preservation Project
- Developed slide program, including photographs and text, concerning the preservation of the North Carolina countryside. The project was funded by the National Trust for Historic Preservation.
- 1986-1987 Nash County Architectural Survey, Nash County, North Carolina
- Inventoried over 1000 urban and rural properties in this eastern North Carolina county, and published a book based on the results.
- 1983 Washington Park, Quincy, Illinois

Historian for the first in a series of Historic American Buildings Survey case studies prepared for the University of Illinois Architectural History and Preservation Program.

1980 Great River Road, Alton, Illinois

Consultant for the proposed route of the Great River Road through Alton, Illinois. Researched historic uses of the Alton town common, relying primarily on deeds and early lithographic views.

1978 Monroe County Architectural Survey, Monroe County, Illinois

Conducted the initial county architectural survey in Illinois, and consulted on the research design of the survey program.

Publications

Books

----- *The History and Architecture of Nash County, North Carolina*. Raleigh, North Carolina: North Carolina Division of Archives and History, 1987.

Articles in Journals

----- "The Cultural Landscape of a Southern Black Community: East Wilson, North Carolina, 1890 to 1910." *Landscape Journal* (Fall 1992): 145-159.

----- "Driving to the Hoop: Barnyard Basketball in Nash County, North Carolina." *The State* (October 1987): 26-33.

----- "Remodeling Main Street." *Journal of Cultural Geography* 3 (1983): 41-55.

----- "The Bungalow Spirit." *Journal of Cultural Geography* 1 (1981): 75-92.

Mattson, Richard L. and John A. Jakle. "Good-bye to the Horse: The Transition from Horse-Related to Automobile-Related Businesses in an Urban Landscape." *Pioneer American Society Transactions* 2 (1979): 31-51.

Jakle, John A. and Richard L. Mattson. "Evolution of a Commercial Strip." *Journal of Cultural Geography* 1 (1981): 12-25.

Garner, John S. and Richard L. Mattson. "Quincy's Grand Past: Recreating the Architectural Heritage of a River Town," *Gateway Heritage: Journal of the Missouri Historical Society* 10 (Summer 1986): 5-10.

Monographs and Reports

Mattson, Richard L., editor. *Planning for Preservation in Piatt County, Illinois*. A University of Illinois Preservation Workshop Study, Department of Urban and Regional Planning, Urbana, Illinois, 1989.

-----. *Preserving North Carolina's Rural Heritage*. Raleigh, North Carolina: North Carolina Department of Cultural Resources, 1988. (Funded by a grant from the National Trust for Historic Preservation.)

-----. *The Formation of Black Neighborhoods in Raleigh, North Carolina, 1791-1941*. Raleigh, North Carolina: City of Raleigh Planning Department, 1988.

-----. *Annotated Bibliography of Historic Resources: Black Raleigh, North Carolina*. Raleigh: City of Raleigh Planning Department, 1988.

-----. *George Ruffin Marshbourne Farmstead, Nash County, North Carolina*. Raleigh, North Carolina: North Carolina Division of Archives and History, 1987.

-----. *Historic Farmsteads in Eastern North Carolina*. Raleigh, North Carolina: North Carolina Historic Sites Division, 1987.

Garner, John S. and Richard L. Mattson. *Washington Park, Quincy, Illinois*. A University of Illinois Case Study in Recording Historic Buildings, School of Architecture, Urbana, Illinois, 1983.

Professional Associations

American Farmland Trust

American Planning Association

Association of American Geographers

National Trust for Historic Preservation

Pioneer America Society

Vernacular Architectural Forum

Frances P. Alexander
Architectural Historian

Education

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

Relevant Work Experience

1991-date Architectural Historian, Mattson, Alexander and Associates, Inc.
Charlotte, North Carolina

1988-1991 Department Head, Architectural History Department
Engineering-Science, Inc., Washington, D.C.

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

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

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

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

preparation of documentation for publication; and assisting in hiring and supervising personnel.

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

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

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

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

1982-1983 Research Assistant, Chatham County Architectural Survey, North Carolina Department of Archives and History

Assisted in the comprehensive survey of architectural resources in Chatham County, North Carolina. Responsibilities included background historical research; field photography; and reconnaissance survey.

Project Experience

1995 City of Belmont Historic District, Belmont, North Carolina

Conducted architectural survey and prepared National Register historic district nomination for the City of Belmont, a Piedmont textile mill town. Historic district includes a Roman Catholic mission school for girls, the central business district, and residential neighborhoods.

1995 Mid-Currituck County Bridge, Currituck County, North Carolina

Prepared a Phase II Environmental Impact Statement for the construction of a bridge across the Currituck Sound to the Outer Banks. Project included the evaluation of hunting lodges, clubs, lighthouses, life-saving stations, as well as farms and small communities for National Register eligibility.

- 1995 U.S. 74 Monroe Bypass, Union County, North Carolina
- Prepared a Phase II Environmental Impact Statement for the U.S. 74 Bypass around Monroe. Project included evaluating National Register eligibility of farm, residential, and commercial properties.
- 1995 U.S. 17 Widening, Jones and Onslow Counties, North Carolina
- Prepared a Phase I Environmental Impact Statement for the widening of U.S. 17 through two rural counties in Eastern North Carolina. Project included evaluating the National Register eligibility of farmsteads, houses, small towns, and commercial buildings, dating from the antebellum period to the mid-twentieth century.
- 1995 Trunk Highway 22 Improvements, Mankato, Minnesota
- Prepared Environmental Impact Statement for improvements to Trunk Highway 22 through two rural counties along the Minnesota River. Project included evaluating National Register eligibility of farms, bridges, commercial buildings, and limestone and gravel quarrying sites.
- 1995 Route 58 Improvements, Patrick and Henry Counties, Virginia
- Prepared a Phase I Environmental Impact Statement for Route 58 through two rural counties in southern Virginia. Project included the identification of National Register eligible farm, residential, and commercial properties.
- 1994 Shelby Bypass, Shelby, North Carolina
- Prepared a Phase I Environmental Impact Statement for the U.S. 74 Bypass of Shelby, North Carolina. Project included the identification of National Register eligible farm, residential, and commercial properties.
- 1994 U.S. 1 Bypass, Rockingham, North Carolina
- Prepared a Phase I Environmental Impact Statement for the U.S. 1 Bypass of Rockingham, North Carolina. Project included the identification of National Register eligible farm, residential, and commercial properties.
- 1994 Soo Line Railroad (Rails to Trails) Project, St. Paul, Minnesota
- Developed historical context and inventoried rail-related resources on this railroad corridor along the Mississippi River. The context and inventory will be used to interpret this former rail line which is being converted to a public trail south of St. Paul, Minnesota.

- 1994 Trunk Highway 100 Project, Minneapolis, Minnesota
- Prepared an Environmental Assessment for improvements to Highway 100 on the west side of the city. Project included the identification and evaluation of a W.P.A. parkway, 20 bridges, and surrounding residential neighborhoods.
- 1994 Rock County Bridge Survey, Rock County, Minnesota
- Surveyed 27 pre-World War I, concrete bridges in a rural county of Minnesota. Prepared determination of eligibility for these structures built by a local vernacular builder.
- 1994 Long Meadow Bridge Determination of Eligibility, St. Paul, Minnesota
- Prepared determination of eligibility for this five span, Camelback Pratt truss bridge over the Minnesota River.
- 1994 City of Clifton Forge Architectural Survey, Alleghany County, Virginia
- Conducted architectural survey and completed I.P.S. survey forms and survey report for this Chesapeake and Ohio Railway town in western Virginia.
- 1994 Burlington Northern Railway, Rails to Trails Project, St. Paul, Minnesota
- Prepared determinations of eligibility for several large industrial complexes along this rail corridor. Project included the 3M Plant and a nineteenth century brewery.
- 1994 South Race Street Historic District, Statesville, North Carolina
- Prepared the National Register nomination for a historic district encompassing a late nineteenth century, industrial community located in this Piedmont manufacturing town.
- 1994 Albemarle County Thematic Contexts Project, Albemarle County, Virginia
- Developed historic contexts for the architectural resources in this historic Virginia Piedmont county. Properties included plantations and country estates around Charlottesville.

- 1994 (Former) Thrift Mill National Register Nomination, Charlotte, North Carolina
- Prepared National Register nomination for this major 1912 cotton mill on the Piedmont and Northern Railway.
- 1993 Minnesota Highway Bridge Mitigation Documentation, Minnesota
- Prepared H.A.E.R. mitigation documentation for five highway bridges and one cloverleaf interchange in Minnesota. Project included through truss bridges, early reinforced concrete spans, and an early parkway grade separation interchange.
- 1993 Statewide Survey of Minnesota Highway Bridges, Minnesota
- Developed project methodology for surveying the 19,000 highway bridges within the Minnesota state highway system. Developed criteria for evaluating the various road and bridge systems in the state. Surveyed approximately 500 bridges along the trunk highways of the state and prepared statewide historic context for this system. Prepared Multiple Property Documentation Form for Minnesota Highway Bridges and individual National Register nominations. Prepared cultural resource management plan for eligible bridges and detailed research design for completing survey.
- 1993 Town of Ayden National Register Nomination, Pitt County, North Carolina
- Completed architectural survey and prepared National Register district nomination for this rural railroad town in the Coastal Plain. Over 300 properties are included in the district.
- 1993 Preservation Tax Certification and National Register Nomination for the Parks-Cramer Company Complex, Charlotte, North Carolina
- Prepared tax certification and National Register nominations for this 1920s air conditioner factory complex.
- 1992-1993 Wilmington Bypass, Wilmington, North Carolina
- Prepared environmental impact statement in compliance with Section 106 for the construction of a bypass of Wilmington, North Carolina. Project included field survey in New Hanover and Brunswick counties, historical research, and National Register evaluations for over 80 properties.

- 1992-1994 Charlotte-Mecklenburg Historic Landmarks Commission
- Provide ongoing consulting services to the local historic landmarks commission of Charlotte, North Carolina. Responsibilities include preparing local nominations, review of federal projects in the county, and making survey recommendations.
- 1992 Research Consultant, British Broadcasting Corporation (B.B.C.)
- Provided consulting services to the B.B.C. on industrial park development in Chicago, Illinois for a television documentary on railroad and industrial history in America.
- 1992 U.S. 64 Relocation, Cherokee County, North Carolina
- Prepared environmental impact statement in compliance with Section 106 for a highway project in this mountain county of North Carolina.
- 1992 Preservation Tax Certification, Colvin Plantation, Chester County, South Carolina
- Prepared all parts of the tax certification application for the rehabilitation of this antebellum plantation seat.
- 1992 C.N.G. Pipeline, Butler County, Pennsylvania
- Prepared historical overview of the nineteenth century oil and natural gas industries in western Pennsylvania for an archaeological investigation along a pipeline corridor. Project conducted in compliance with F.E.R.C. regulations.
- 1992 Dumbarton Bridge Rehabilitation, Washington, D.C.
- Prepared historic structures report for this historic concrete arch bridge over Rock Creek Parkway in compliance with Section 106.
- 1991-1992 New U.S. 70 Goldsboro Bypass, Goldsboro, North Carolina
- Conducted architectural survey and prepared findings of effect in compliance with Section 106. Environmental impact statement prepared for a highway bypass in Wayne County, North Carolina.

- 1991 Third Church of Christ, Scientist, Landmark Nomination, Washington, D.C.
- Directed the preparation of a local landmark designation for the Third Church of Christ, Scientist, designed by I.M. Pei & Partners and constructed in 1970.
- 1990-1991 New Haven Harbor Crossing, New Haven, Connecticut
- Directed architectural survey and evaluations of effect for all architectural and engineering resources found along New Haven harbor. Prepared environmental impact statement in accordance with Section 106 for this highway realignment.
- 1990-1991 Dover Gas Works, Dover, Delaware
- Prepared technological description and history of site development for coal gasification plant in Dover, Delaware. Study undertaken to determine feasibility of archaeological investigation for this Superfund site and to formulate mitigation alternatives.
- 1990-1991 New Jersey Transit Historic Railroad Bridge Survey, Newark, New Jersey
- Directed survey of over 250 historic railroad bridges in northern New Jersey in accordance with Section 106 for the Urban Mass Transit Authority. Developed computerized data base system for recording survey results. Prepared National Register nominations for 60 bridges and H.A.E.R. mitigation documentation for 10 movable bridges.
- 1990 Wynnwood, Anne Arundel County, Maryland
- Prepared H.A.B.S. mitigation documentation on this nineteenth century farmhouse in Anne Arundel County, Maryland.
- 1990 McMillan Water Treatment Plant, Washington, D.C.
- Directed survey of this early twentieth century, slow sand, water purification plant in Washington, D.C. and prepared National Register nomination for the site. Project undertaken to mitigate adverse effect of transferring federal property to district auspices.

- 1989 Potomac Rail Yards, Alexandria, Virginia
- Supervised the architectural survey and evaluations of eligibility for all rail-related structures at the Potomac Rail Yards of the Richmond, Fredericksburg, and Potomac Railroad.
- 1989 Building 36, Washington Navy Yard, Washington, D.C.
- Directed H.A.E.R. mitigation documentation of a nineteenth century, ordnance factory and supervised the archaeological investigation of the site. Project undertaken as part of the master plan update for the Washington Navy Yard.
- 1989 Camden Rail Yards, Baltimore, Maryland
- Directed the architectural survey of industrial and engineering resources at Camden Rail Yards in Baltimore, Maryland. Prepared H.A.E.R. documentation for the Knabe Piano Factory, an antebellum factory. Survey and mitigation undertaken in accordance with regulations of the State of Maryland for state-funded projects.
- 1988-1991 Metropolitan Washington Airports Authority, Washington, D.C.
- Directed multi-year, comprehensive Section 106 compliance project for both Washington National and Dulles International airports, including both architectural and archaeological resources. Activities included the survey of over 150 cultural resources, impact evaluations for the ten year redevelopment program on historic resources; development of mitigation programs; design review; numerous H.A.E.R. documentations; and the preparation of historic preservation plans.
- 1988-1989 American Can Company Factory, Baltimore, Maryland
- Directed the H.A.E.R. mitigation documentation for the American Can Company, a late nineteenth century, can-making facility on the Baltimore waterfront. Documentation undertaken in accordance with Section 106 for an Urban Development Action Grant.
- 1988 Dumbarton Oaks Park, Washington, D.C.
- Assisted in the development of a pilot project for recording naturalistic landscapes, using Dumbarton Oaks as the model.

- 1988 Antietam National Battlefield, Sharpsburg, Maryland
- Developed project design and computerized data base survey form for recording historic battlefield monuments, memorials, and landscape features.
- 1988 Virginia State Capitol, Richmond, Virginia
- Developed research methodology and supervised the preparation of a construction history of the Virginia State Capitol.
- 1987 Illinois and Michigan Canal National Heritage Corridor, Town of Summit Architectural Survey, Illinois
- Planned and directed survey of over 1300 residential, commercial, institutional, and industrial buildings in the company town of Summit, Illinois. Designed computerized data base for recording survey data and supervised field historians.
- 1987 Illinois and Michigan Canal National Heritage Corridor, Town of Lemont Architectural Survey, Illinois
- Edited survey data and prepared overview history for this nineteenth century, stone quarrying town located on the Illinois and Michigan Canal.
- 1986 Illinois and Michigan Canal Corridor, Industrial and Engineering Survey, Chicago, Illinois
- Conducted a survey of 100 industrial, rail-related, and public works properties and 300 bridges along the Illinois and Michigan Canal in Chicago, Illinois. Documentation included architectural and technological descriptions; site and process histories; and an overview narrative of the development of this canal and railroad corridor.

Publications/Presentations

- 1991 "Making the Modern Industrial Park: A History of the Central Manufacturing District, Chicago, Illinois," Presented at the twentieth conference of the Society for Industrial Archeology, Chicago, Illinois, June 15, 1991.
- 1989 John Burns, editor. *Recording Historic Structures*. Washington, D.C.: American Institute of Architects Press, 1989.

1987-1988 Illinois- Michigan Canal National Heritage Corridor series
Volume I: An Inventory of Historic Structures within the Illinois and Michigan Canal National Heritage Corridor.

Volume III: An Inventory of Historic Structures within the Illinois and Michigan Canal National Heritage Corridor: Lemont, Illinois.

Volume IV: An Inventory of Historic Structures within the Illinois and Michigan Canal National Heritage Corridor: Summit, Illinois.

Professional Associations

Transportation Research Board, National Academy of Sciences
National Trust for Historic Preservation
Society for Industrial Archeology