

J. HARRIS
effects.



North Carolina Department of Cultural Resources

State Historic Preservation Office

David L. S. Brook, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary

Division of Archives and History
Jeffrey J. Crow, Director

March 28, 2001

MEMORANDUM

To: William D. Gilmore, P.E., Manager
Project Development and Environmental Analysis Branch

From: David Brook,
Deputy State Historic Preservation Officer

Re: Replace Bridge No. 48 on SR 1318 over Hemphill Creek,
TIP No. B-3343, Haywood County. ER 00-9779

Thank you for your letter of January 9, 2001, transmitting the 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 listing in the National Register of Historic Places:

Hemphill Methodist Church is eligible for listing in the National Register of Historic Places under Criterion C for architecture and meets Criteria Consideration A for religious properties as it is a well-preserved and rare-surviving example of turn-of-the-twentieth-century rural church architecture in Haywood County. We concur with the boundaries noted in figure 6 of the report.

Burgess Store is eligible for listing in the National Register of Historic Places under Criterion A for commerce as it is a tangible reminder of the roadside stores that once dotted the county and region but are now rare. We concur with the boundaries as noted in figure 8 of the report.

The following property is determined not eligible for listing in the National Register of Historic Places:

James Moody House

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount St., Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919) 733-4763 • 733-8653
RESTORATION	515 N. Blount St., Raleigh NC	4613 Mail Service Center, Raleigh NC 27699-4613	(919) 733-6547 • 715-4801
SURVEY & PLANNING	515 N. Blount St., Raleigh NC	4618 Mail Service Center, Raleigh NC 27699-4618	(919) 733-6545 • 715-4801

Page Two
William D. Gilmore
March 28, 2001

Please note that in the Evaluation of Eligibility paragraph on page 13 of the report it is stated that "The property also does not possess sufficient architectural significance for eligibility under Criterion C." We believe that you meant to write Criterion A, considering that at the beginning of the same paragraph you state that is eligible for listing under Criterion C and Criteria Consideration A.

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 any questions concerning the above comment, contact Renee Gledhill-Earley, Environmental Review Coordinator, at 919 733-4763.

Cc: N. Graf
M.P. Furr

**HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT
REPLACE BRIDGE NO. 48 ON SR 1318
OVER HEMPHILL CREEK
HAYWOOD COUNTY
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
TIP NUMBER B-3343
FEDERAL PROJECT NUMBER BRZ-1318(8)
STATE PROJECT NUMBER 8.2941301**

**Prepared for
Earth Tech of North Carolina, Inc.
Raleigh, North Carolina**

**Prepared by
Mattson, Alexander & Associates, Inc.
Charlotte, North Carolina**

15 December 2000

**Principal Investigator
Mattson, Alexander and Associates, Inc.**

Date /

**Historic Architectural Resources
North Carolina Department of Transportation**

Date |

**HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT
REPLACE BRIDGE NO. 48 ON SR 1318
OVER HEMPHILL CREEK
HAYWOOD COUNTY
TIP NUMBER B-3343**

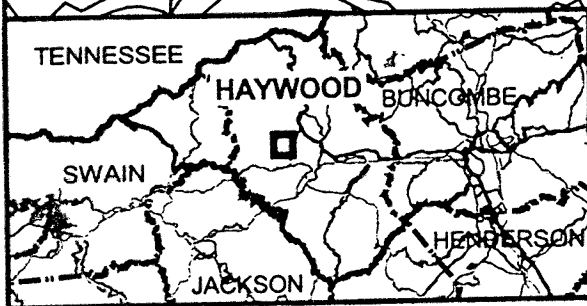
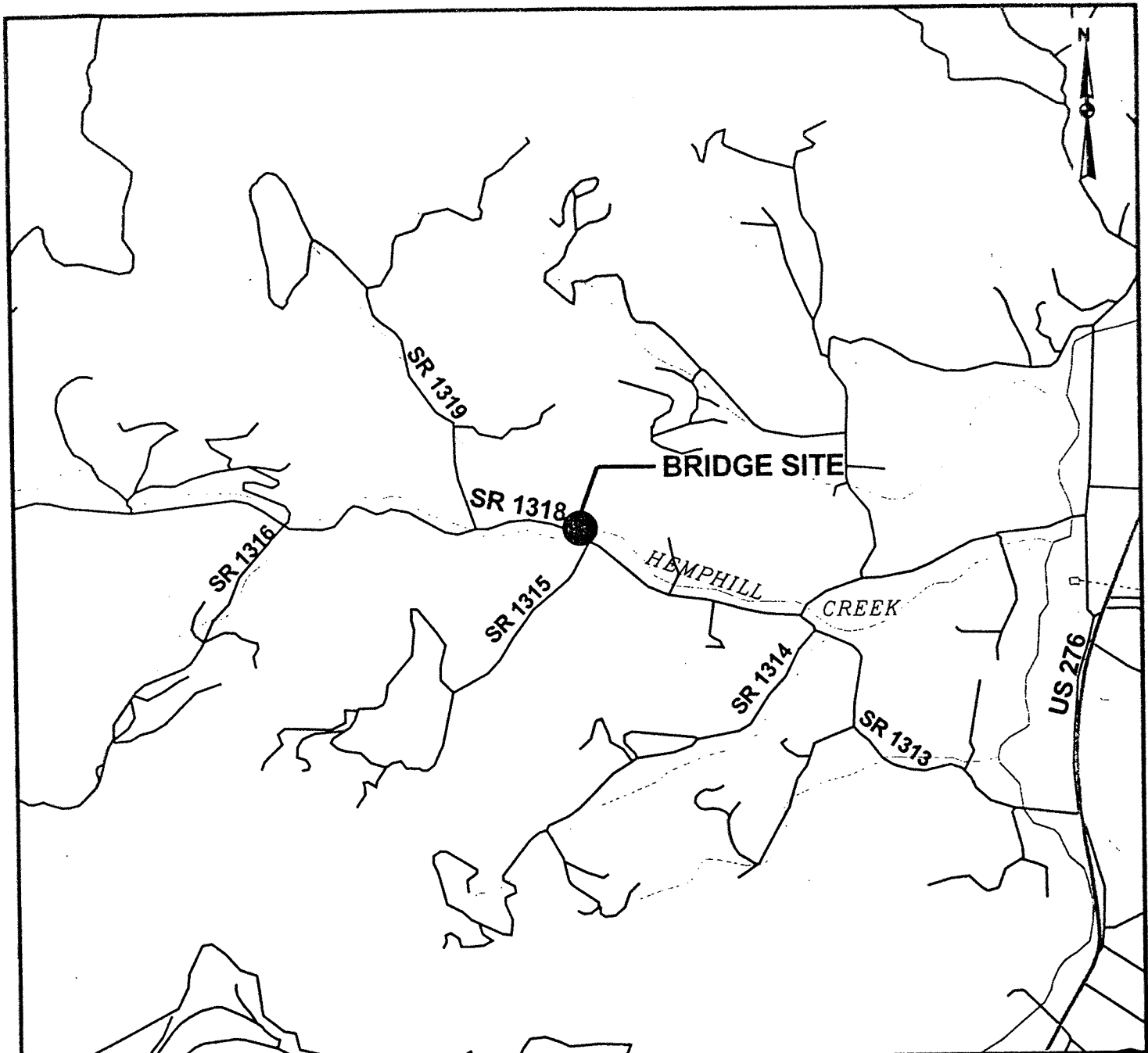
The North Carolina Department of Transportation (NCDOT) proposes to replace Bridge No. 48 on SR 1318 over Hemphill Creek in Haywood County (Figures 1 and 2). Two alternatives were studied. Alternative 1 will replace the bridge with a culvert immediately north (downstream) of the existing structure. Traffic will be maintained on the existing bridge during construction. Alternative 2 will replace the bridge with a culvert in its existing location. During construction, traffic will be maintained on a temporary on-site detour location along the same alignment as Alternative 1. The temporary detour will not require a temporary bridge, only pipes. The sufficiency rating of the bridge is 41.7 out of 100.

Purpose of Survey and Report

This survey was conducted and the report prepared in order to identify historical architectural resources located within the area of potential effects (APE) as part of the environmental studies conducted by NCDOT and documented by a Categorical Exclusion (CE) (Figure 3). This report is prepared as a technical appendix to the CE and as part of the documentation of compliance with the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA) of 1966, as amended. Section 106 of the NHPA requires that if a federally funded, licensed, or permitted project has an effect on a property listed in or potentially eligible for the National Register of Historic Places, the Advisory Council on Historic Preservation be given a reasonable opportunity to comment on such undertakings.

Methodology

This survey was conducted and the report compiled in accordance with the provisions of FHWA Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents); and the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 FR 44716); 36 CFR Part 800; 36 CFR Part 60; and Survey Procedures and Report Guidelines for Historic Architectural Resources by NCDOT.



North Carolina - Department of Transportation
 Division of Highways
 Project Development and Environmental Analysis Branch

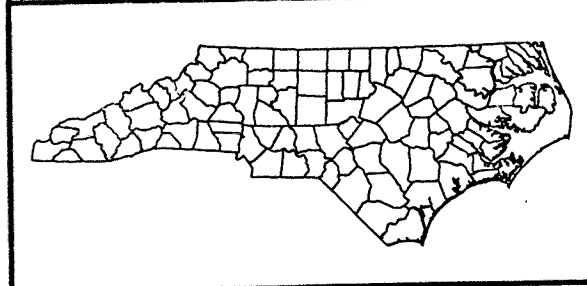
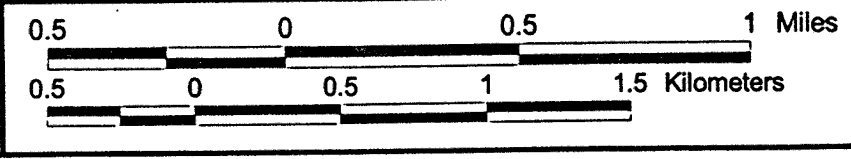
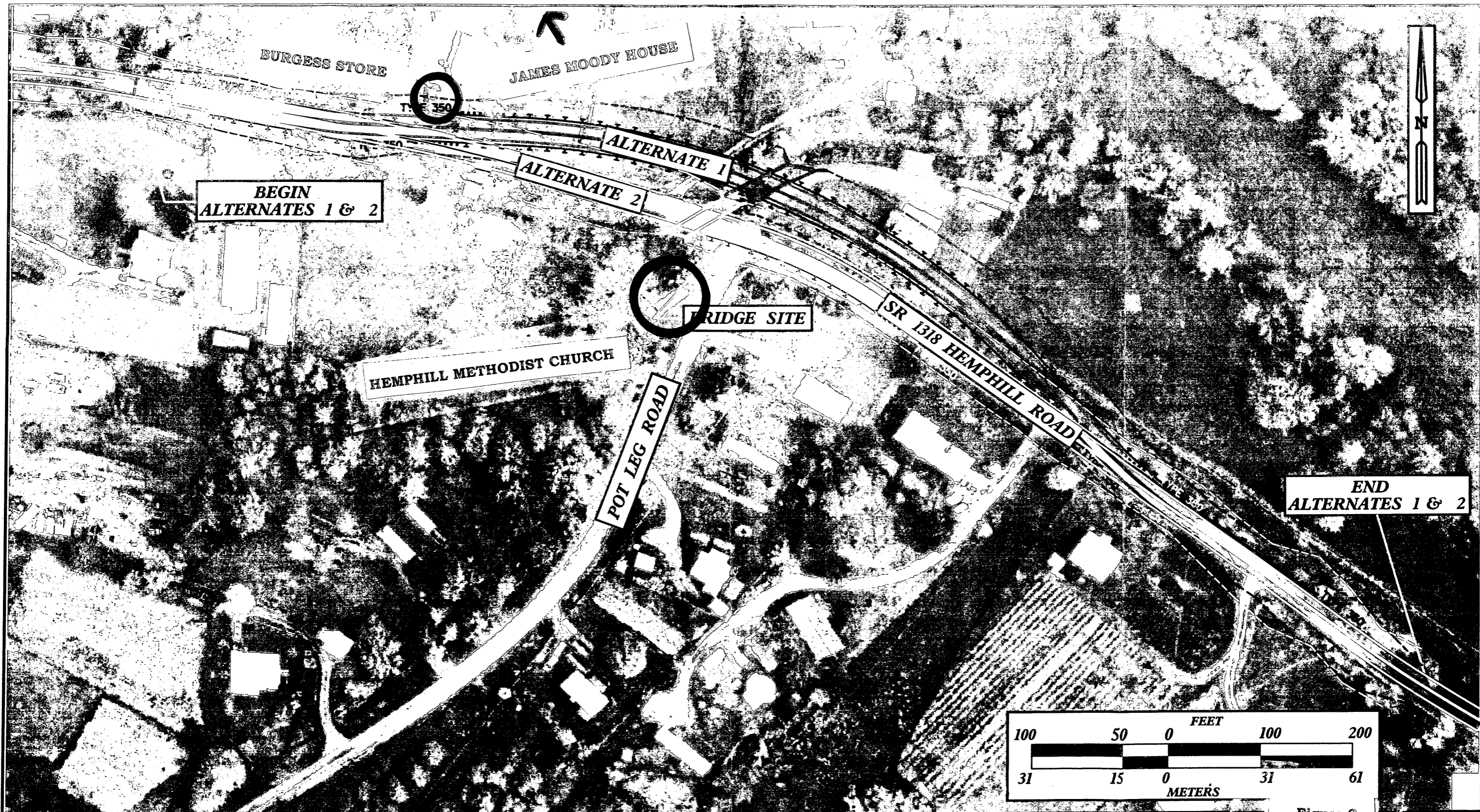


FIGURE 1
VICINITY MAP
REPLACEMENT OF BRIDGE NUMBER 48
ON SR 1318 OVER HEMPHILL CREEK
HAYWOOD COUNTY
TIP NO. B-3343





END
ALTERNATES 1 & 2

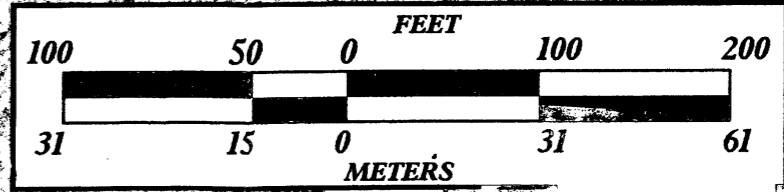



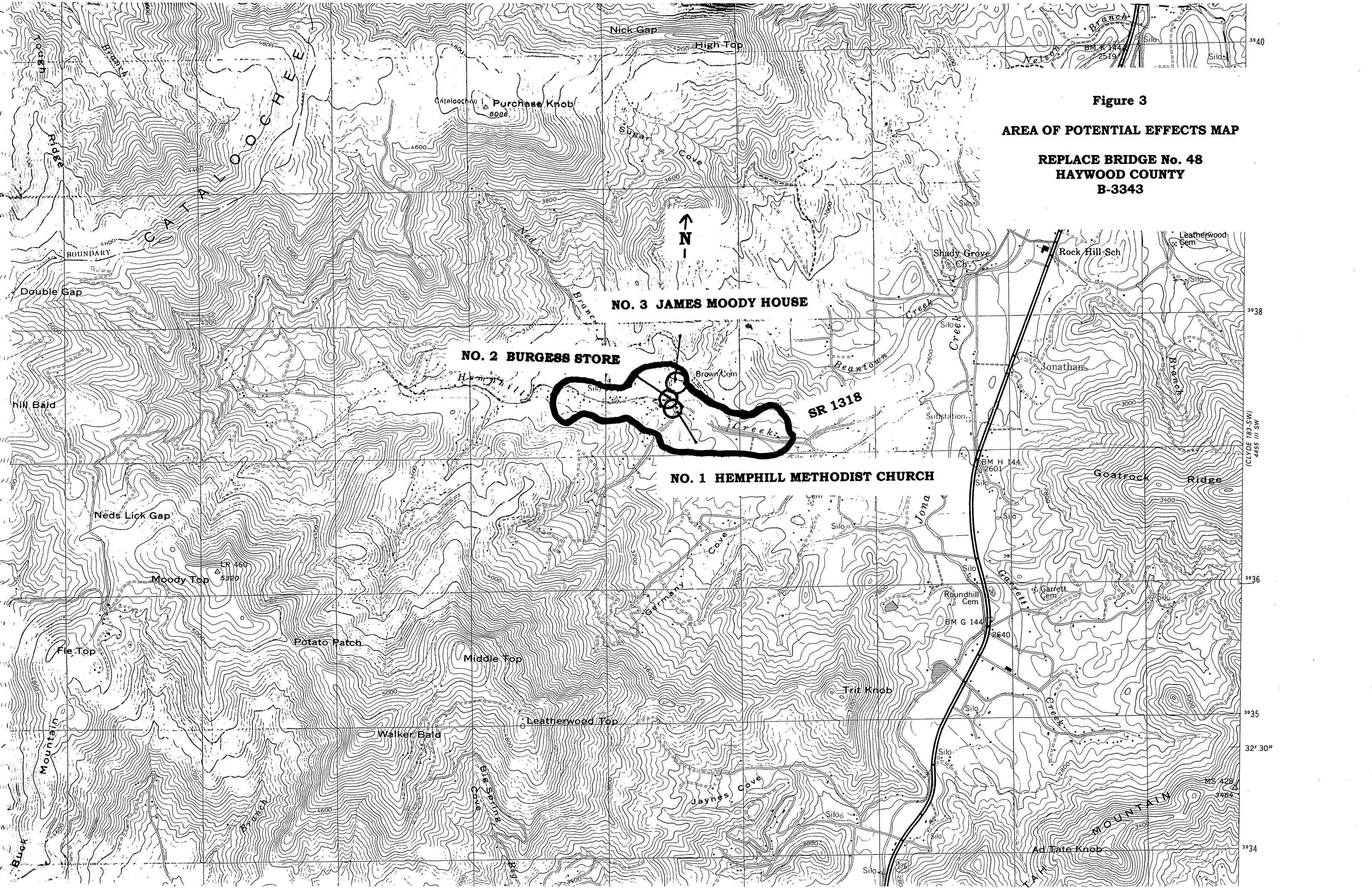
Figure 2


 North Carolina Department of
 Transportation
 Division of Highways
 Project Development & Environmental
 Analysis Branch

FUNCTIONAL DESIGN		
LEGEND		
--- Ext. Centerline	--- Alt. 1 Centerline	--- Alt. 2 Centerline
--- Ext. Edge of Pavement	--- Alt. 1 Edge of Pavement	--- Alt. 2 Edge of Pavement
--- Ext. Construction Limits	--- Alt. 1 Construction Limits	--- Alt. 2 Construction Limits

PROJECT ALTERNATIVES MAP
REPLACEMENT OF BRIDGE NO. 48
ON SR 1318 OVER
HEMPHILL CREEK
HAYWOOD COUNTY
 TIP NO. B-3343

Figure 3
AREA OF POTENTIAL EFFECTS MAP
REPLACE BRIDGE No. 48
HAYWOOD COUNTY
B-3343



The "Final Identification and Evaluation" was conducted with the following goals: 1) to determine the APE, defined as the geographic area or areas within which a project may cause changes in the character or use of historic properties, if any such properties exist; 2) to identify all significant resources within the APE; and 3) to evaluate these resources according to the National Register of Historic Places criteria.

The methodology consisted of background research into the historical and architectural development of the area and a field survey of the APE. The field survey was conducted in August 2000, by automobile as well as on foot, to delineate the APE and to identify all properties within this area which were built prior to 1950. The boundaries of the APE are shown in Figure 3. Modern construction, topographical features, and sight lines define the APE, and one hundred percent of this area was surveyed.

Local resident, Lavada Burgess, provided information on the James Moody House, Burgess Store, and Hemphill Methodist Church. Each property is located within the APE and evaluated intensively. The publications, *A Guide to the Historic Architecture of Western North Carolina* (1999), and *Haywood Homes and History* (1993), provided historical and architectural background information for this report. The latter book is the culmination of a countywide architectural survey conducted in 1983 under the supervision of the Western Office of the Survey and Planning Branch, North Carolina Division of Archives and History. The survey files of this inventory are available at the Western Office in Asheville.

Summary Findings of the Survey

The project area follows SR 1318 across Bridge No. 48 over Hemphill Creek in rural Haywood County. This area is characterized by rugged, mountainous terrain framing the narrow bottomlands of Hemphill Creek. This watercourse flows eastward from the Cataloochee Divide, which forms an eastern boundary of the Great Smokey Mountains National Park, and drains into Jonathan Creek east of the APE. SR 1318 follows winding Hemphill Creek from Jonathan Creek westwards towards the Divide. Three properties, Hemphill Methodist Church (ca. 1900), Burgess Store (ca. 1950), and the James Moody House (1942) were identified within the APE and evaluated in the "Property Inventory and Evaluations" section of this report. Hemphill Methodist Church and Burgess Store are recommended eligible for the National Register.

Properties Listed on the National Register

None

Properties Listed on the North Carolina State Study List

None

Properties Considered Eligible for the National Register

Hemphill Methodist Church ✓

Burgess Store ✓

Properties Evaluated Intensively and
Considered Not Eligible for the National Register

James Moody House ✓

HISTORICAL BACKGROUND ESSAY

Located in the southern Appalachians of western North Carolina, Haywood County was created from Buncombe County in 1808. In common with the state's mountain region as a whole, poor transportation routes and rugged terrain hampered development. In 1809, one of the first official acts of the new county government was to order the building of roads linking the county seat of Waynesville to the existing farming settlements of Beaverdam, Crabtree, Pigeon, and Jonathan Creek (east of the APE). While the county included several landowners of planter status, the great majority of farmers owned few or no slaves and strove for comfortable self-sufficiency. They raised some livestock and a variety of fruits, vegetables, and small grains, especially corn, which could be profitably distilled into whiskey for market. In 1810, the U.S. census recorded twenty-one distilleries producing 4,300 gallons of whiskey in Haywood County (Allen 1908: 52; Reeves 1937: 17-18; Farlow et al. 1993: 10-12; Bishir et al. 1999: 20-21).

By the eve of the Civil War, a web of crude but passable wagon roads connected the county's rural communities, though the innumerable streams and dearth of bridges continued to restrict travel and foster isolation. The completion of the Buncombe Turnpike in adjacent Buncombe County boosted some trade to distant markets in the Carolina Lowcountry. However, the local Jonathan Creek and Tennessee Mountain Turnpike, which opened in 1860 and roughly followed present-day NC 284, was neither reliable nor profitable during its twenty years as a toll road (Farlow et al. 1993: 11-12).

The long-anticipated arrival of the Western North Carolina Railroad, which reached Waynesville in 1882, triggered a period of remarkable economic growth in the late nineteenth and early twentieth centuries. Reliable transportation generated numerous lumber-related industries. During the 1890s, lumber companies constructed a network of logging railroads that extended into the mountains from sawmills in Waynesville, Hazelwood, Canton, and Newport, Tennessee. Timber, paper, and furniture companies arose near the rail lines to take advantage of the vast forests, and lumber camps sprang up throughout the mountains. By the 1920s, there were some twenty commercial sawmills in the county, and it is estimated that two-thirds of all commercial grade timber in Haywood County was cut between 1902 and 1927 (Farlow et al. 1993: 16; *Haywood County Heritage* 1994: 18; Mattson, Alexander and Associates 1996: 4).

In 1906, the Champion Coated Paper Company of Hamilton, Ohio, began construction of the largest industrial complex in the county in Canton. When the paper plant opened in 1907, it employed 700 workers to produce paper, sulfate, and turpentine. By 1910, Champion was the largest paper and pulp mill operation in the world and employed eighty percent of the county's work force (Reeves 1937: 104; Bishir et al. 1999: 345-346).

Improved transportation also opened up Haywood County to the tourist trade. Waynesville emerged as a thriving tourist destination as well as an industrial center, its population soaring from 225 in 1880 to 9,000 in 1930. Waynesville included two business districts—reflecting its dual role as an industrial and tourist town—and some of the most fashionable hotels and boarding houses in the mountains. In just one week during August 1910, the Waynesville newspaper announced the arrival of 2,000 visitors (Reeves 1937: 121; Farlow et al. 1993: 15; Mattson, Alexander and Associates 1996; Bishir et al. 1999: 339-342).

Northeast of the county seat, alongside a man-made lake, Lake Junaluska Assembly opened in 1913. Methodists planned this center to host summer religious conferences and retreats. By the 1920s, the complex included inns, bungalow cottages, and assembly facilities (Bishir 1999: 342-345).

In the 1930s, creation of the Great Smoky Mountains National Park and the opening of the Appalachian Trail along the northern border of the county contributed to the region's role as a tourist attraction. In Waynesville, civic boosters began to promote the town as the eastern entrance to the park to lure tourists. The national park acquired ninety-three square miles of the northwest corner of the county and forced the resettlement of many families in the Cataloochee community (Farlow et al. 1993: 17-18; Bishir et al. 1999: 339, 350-351).

While timbering and tourism were the mainstays of the economy, agriculture continued to play a major role in the economic life of the county. With the coming of the railroad, subsistence farming gradually gave way to cash-crop agriculture, particularly the cultivation of grains, fruits, and bright-leaf tobacco. Away from the rail line, scores of crossroads communities took shape to provide local services. Settlements such as Jonathan, Dellwood, Cove Creek, Crabtree, and Maggie developed in the narrow valleys and the small mountain hollows that supported farming. By the end of the nineteenth century these nodes typically contained a general store, a gristmill, several churches, a school, and a string of dwellings. Within the APE, the Hemphill Creek community probably took shape during this period. Located along Hemphill Creek, which flows into Jonathan Valley northwest of Waynesville, the settlement included Hemphill Methodist Church (ca. 1900), Hemphill School (ca. 1890) and a number of small farmsteads by the early 1900s. The church survives intact within the APE, while the one-room school, which also remains, is located along the SR 1318 west of the APE (Branson 1896; Farlow 1993: 194-195; Burgess Interview 2000).

Although the railroad increased the commercial opportunities for local farmers, it also brought local farm products into competition with larger regional and national markets. By the early twentieth century shifts in the market led to the sharp decline in the production of bright-leaf tobacco. Farmers increasingly

turned to orchard and vegetable crops, livestock, and dairy production to meet the demands of the region's growing urban population. The introduction of air-cured, burley tobacco before World War II also bolstered the agricultural economy (Branson 1880, 1896; Farlow 1993: 15-20; Bishir et al. 1999: 62).

In common with neighboring mountain counties, poor roads remained a chronic hindrance to travel and trade in Haywood County well into the twentieth century. Recalling the distresses of roadway travel, one local writer observed:

Between the years 1915 and 1920 [I] can remember the deplorable conditions of the roads in Haywood County. It was impossible for automobiles to pass from one section of the county to another during inclement weather. Number 10 highway [US 19-23-74] was literally a sea of mud during the rainy season, and time and time again the writer has seen cars being pulled by horses from mud into which they had sunken below their axles (Farlow et al. 1993: 14).

However, with the growing use of the motor truck and automobile after World War I came significant strides to improve roadway travel. As a result of state and local campaigns for good highways, new or improved roads and bridges were gradually constructed through the county's mountain gaps and narrow valleys. After the passing of the 1921 Highway Act, a state-supported highway system was established, and funds were expended to build highways linking the state's county seats. By the 1930s, the entire length of east-west NC 10 and portions of north-south NC 284 were paved across Haywood County, connecting Waynesville and the smaller rail towns to an emerging statewide system of hard-surfaced highways. In 1934, the state system included 132 miles in Haywood County, of which just thirty-nine miles were paved with concrete or asphalt (Figure 4). By 1961, the county contained 147 miles of paved roads. SR 1318, which follows Hemphill Creek through the project area, probably remained unpaved until the 1950s or early 1960s ("North Carolina Highway Map" 1942; Lefler and Newsome 1973: 600, 650; Farlow 1993: 17; Bishir et al. 1999: 49-50; Burgess Interview 2000).

Since World War II, Haywood County and the region have experienced unprecedented growth created by steady improvements in transportation, the widespread availability of electric power, and the promotion of the Great Smoky Mountains National Park and Maggie Valley as tourist destinations. Sweeping economic and social changes in the modern era have engendered dramatic changes to the landscape. The construction of four-lane US 19-23-74 and Interstate Highway 40 has brought Asheville to within commuting distance and encouraged modern residential and commercial construction. The widening of other highways around Waynesville, Maggie Valley, and Lake Junaluska, and

road building and paving countywide have facilitated both local and regional travel and generated new patterns of development beyond the urban centers. While the Hemphill Creek community remains largely rural, farmsteads now commingle with modern dwellings sited on subdivided parcels along SR 1318. Typical of the region as a whole, many local farmers also hold second jobs outside the community. The persistence of rural churches continue to give the Hemphill Creek community and other such rural settlements distinct identities, but the major commercial activities now take place in and around Waynesville and Asheville.

PROPERTY INVENTORY AND EVALUATIONS
Properties Evaluated Intensively and Recommended Eligible
for the National Register

No. 1 Hemphill Methodist Church

South side SR 1318, at junction with SR 1315, Hemphill Creek Community
Haywood County

Evaluation of Integrity (Plates 1-5) (Figure 5)

Constructed ca. 1900, Hemphill Methodist Church is a well-preserved one-story, weatherboard church in rural Haywood County. Typical of many small, rural churches of this period, it has a simple, rectangular, gable-front form and features a shallow, pyramidal-roofed entry tower with paneled, double-leafed doors. Capped by a standing-seam, metal roof, the church has original two-over-two sash windows on the side elevations, and a fieldstone foundation. A mid-twentieth-century, one-room addition extends from the rear elevation and has weatherboard siding, exposed rafters, and a concrete-block foundation. The interior was not accessible, but limited views of the sanctuary from outside reveal original or early wooden benches and wooden floors and ceiling. The church is no longer in active use but is occasionally the site of weddings and funerals. It remains in good condition (Burgess Interview 2000).

Historical Background and Context

Hemphill Methodist Church was built around the turn of the century in the rural Hemphill Creek community northwest of Waynesville. The church served Methodists in this area until the late 1980s, when regular services ceased (Burgess Interview 2000).

Hemphill Methodist Church exemplifies the country churches built in Haywood County and throughout the region during the late nineteenth and early twentieth centuries. Once landmarks of farming communities, such weatherboard, gable-front churches have become increasingly rare. The construction of Hemphill Methodist Church was part of a wave of church construction in rural areas throughout the mountain region during this period. The ready access to sawmills, brought on by the arrival of railroads and commercial timbering, provided the means for congregations to erect finished frame buildings. These congregations tended to choose traditional, practical forms. Such architecture was not only well suited to the conservatism of the rural population but was also promoted by official church publications, including those distributed by the Methodists' Board of Church Extension. Like Hemphill Methodist Church, many of these edifices had simple, gable-front forms, rectangular wood-sash windows, and entry towers capped by a pyramidal- or hip-roofed belfries (Bishir 1990: 310-314; Bishir et al. 1999: 65-66).

A collection of gable-front, frame country churches remain in Haywood County, testifying to their prevalence in the early twentieth century. Inman Universalist Church near Sunburst, Old Thickety Church near Canton, Fines Creek Methodist Church, White Oak Baptist Church (originally Pigeon River Baptist), Mount Sterling Baptist Church, Peachtree Methodist Church in Maggie, Little Cataloochee Baptist Church, and Palmer Methodist Chapel in the Big Cataloochee community are such churches. Little Cataloochee Baptist Church (1889) features a decorative bargeboard and fish-scaled wooden shingles in the belfry. Palmer Methodist Church (1898) is distinguished by its recessed, elliptical-arched entry and Gothic-inspired sawnwork in the center entry tower. In the Crabtree community, Mt. Zion Methodist Church (1882) is a rare example of early brick construction for country churches in Haywood County. Listed in the National Register, this red-brick building also conforms to the traditional gable-front design, capped by a wooden spire and simply embellished with shallow-arched windows and molded cornice returns (Farlow 1993: 43-45; *Haywood County Heritage* 1994: 31-35; Bishir et al. 1999: 349, 351).

Hemphill Methodist Church neatly fits into this group of well-preserved rural churches. Like many of its counterparts elsewhere in the county, the building's religious function is quietly announced by its gable-front form and entrance tower, and by its central location in the community.

Evaluation of Eligibility

Hemphill Methodist Church is recommended eligible for the National Register under Criterion C for architecture and meets Criteria Consideration A for religious properties. Criteria Consideration A states that buildings used for religious purposes or owned by religious institutions may be listed if they have significance for “. . . architectural or artistic distinction or historical importance.” Hemphill Methodist Church is a well-preserved and rare surviving example of turn-of-the-twentieth-century, rural church architecture in Haywood County. 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 also does not possess sufficient architectural significance for eligibility under Criterion C. Finally, the property is not considered eligible under Criterion D because the architectural components are not likely to yield information important in the history of building technology.

Boundary Description and Justification (Figure 6)

The proposed National Register boundaries encompass the tax parcel on which the church stands. The boundary follows the existing right of way line along SR 1318.



Plate 1. Hemphill Methodist Church and Setting, Looking South from SR 1318.



Plate 2. Hemphill Methodist Church, Looking Southeast.



Plate 3. Hemphill Methodist Church, East Elevation, Looking Northwest.

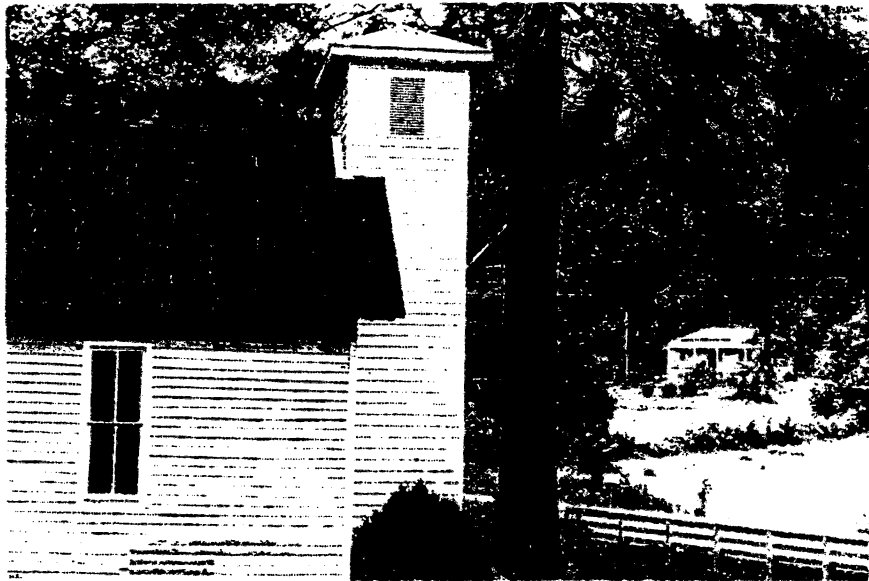


Plate 4. Hemphill Methodist Church, Looking Northwest Towards James Moody House.

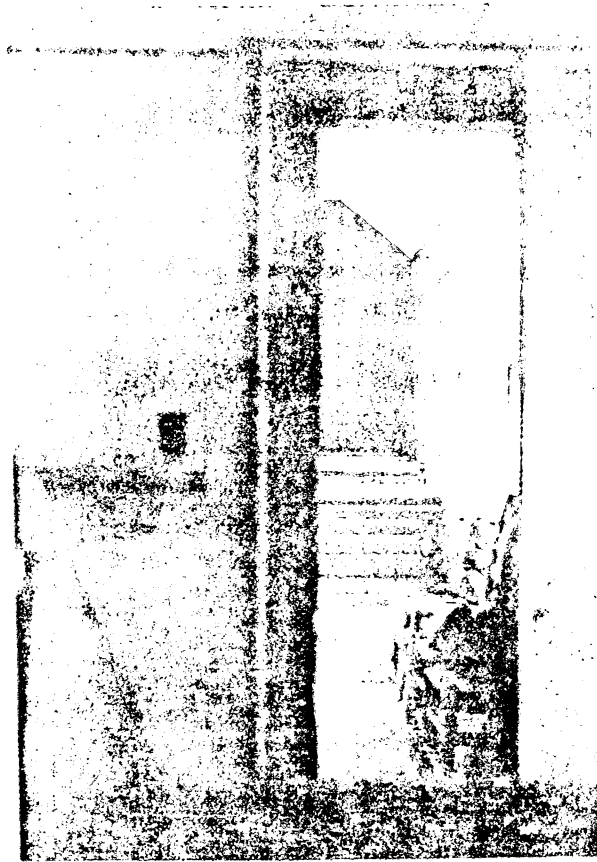


Plate 5. Hemphill Methodist Church, Interior, Looking South From The Vestibule Into The Sanctuary.

Figure 5
Hemphill Methodist Church
Site Plan
(not to scale)

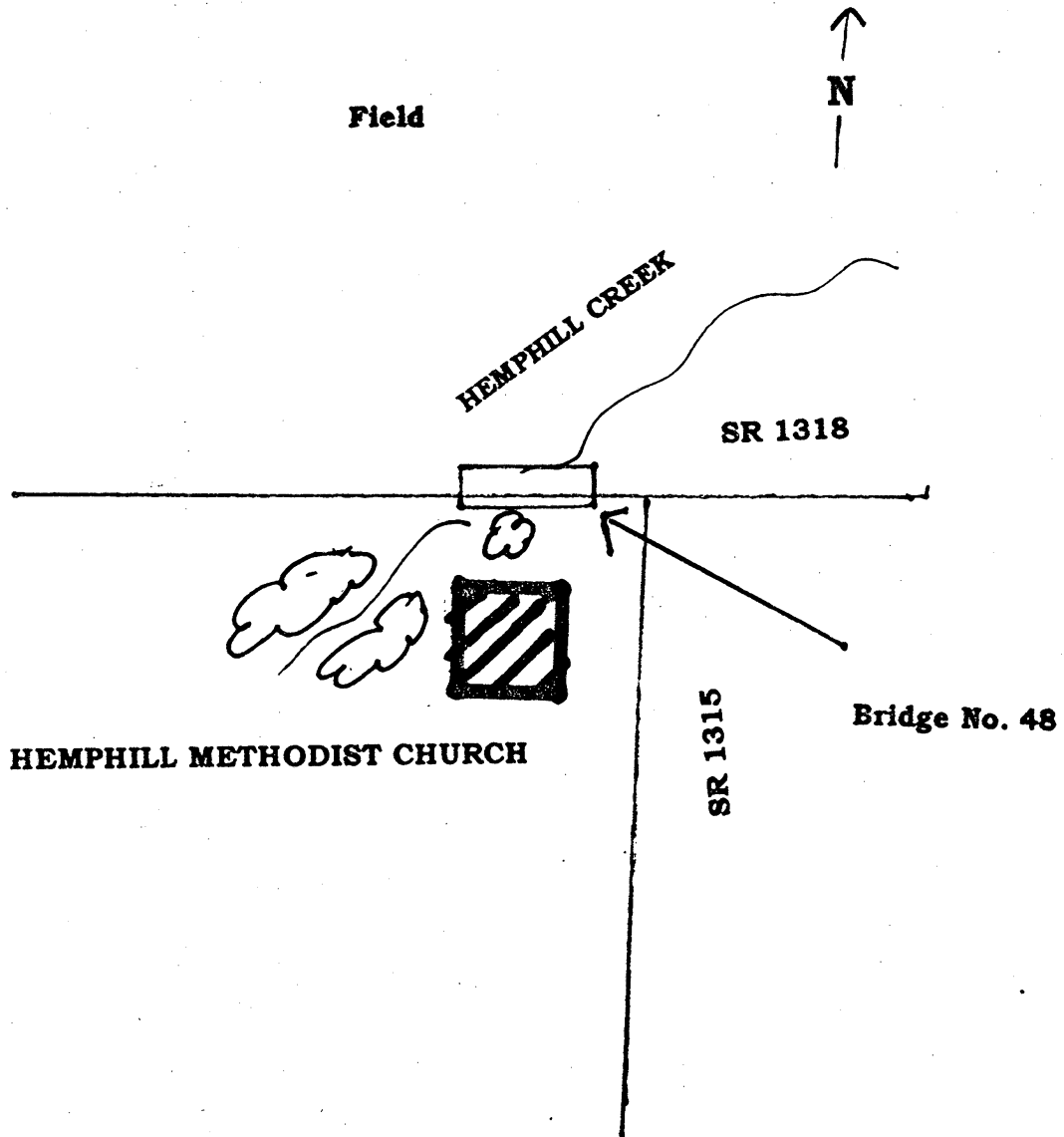
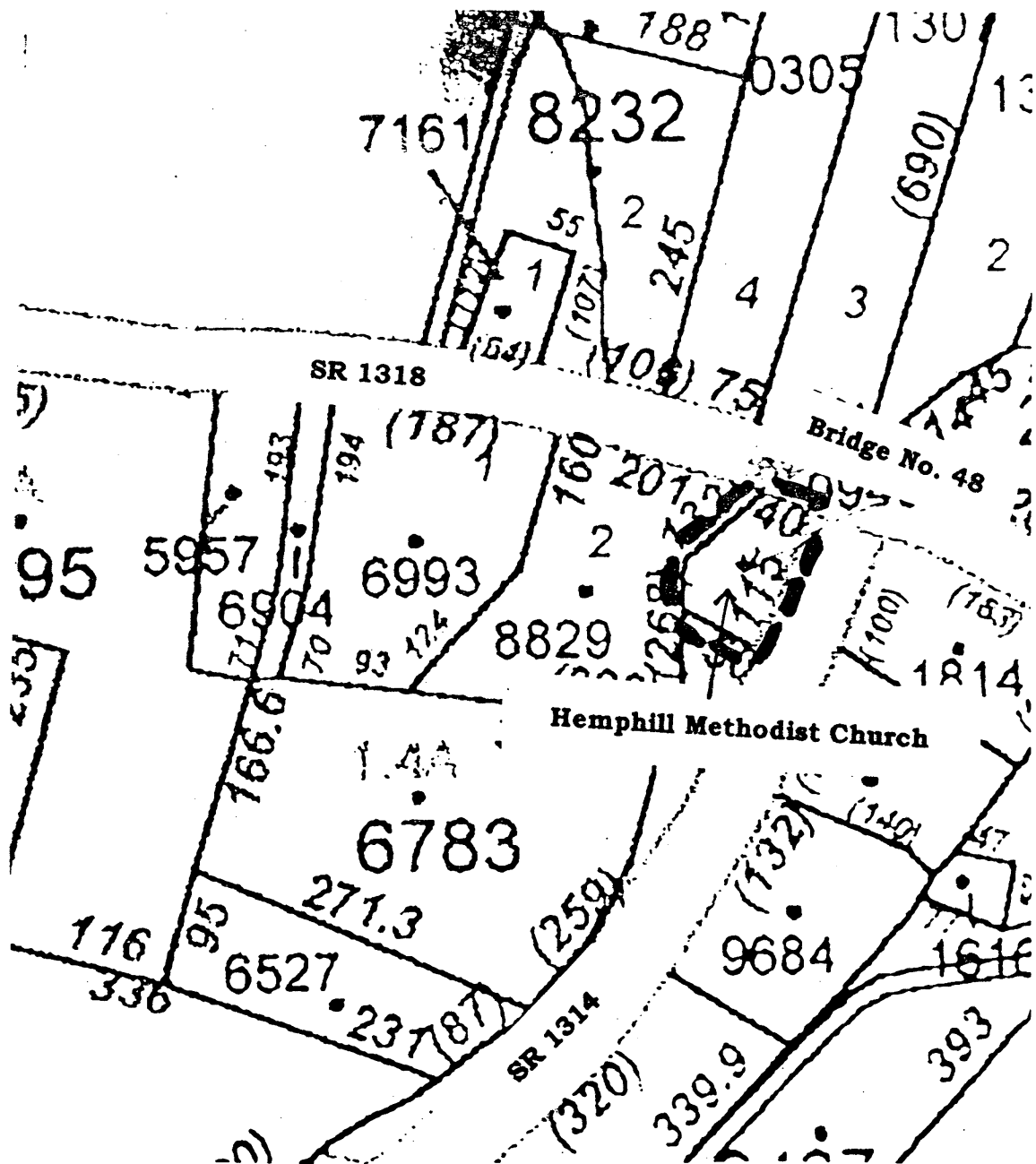


Figure 6

Hemphill Methodist Church
Proposed National Register Boundaries

Scale 1" = 125'

Haywood Co. Property Map



No. 2 Burgess Store

North side SR 1318, 0.1 mile west of SR 1315, Hemphill Creek Community
Haywood County

Evaluation of Integrity (Plates 6-15) (Figure 7)

Constructed ca. 1950, Burgess Store is a well-preserved one-story, stone-veneered roadside store. It is a rectangular building with a gable-front, standing-seam, metal roof that projects slightly over the facade. The front façade retains its original wood-shuttered windows with concrete sills, and wood-paneled center door, and metal signage (advertising various brands of cigarettes). Access inside was denied, but the owner states that the interior retains the original concrete floor and walls, exposed chestnut rafters, and chestnut shelves and counters. Now used for general storage, the store remains in good condition. A number of mostly modern buildings line the unpaved drive that extends from SR 1318 northward behind Burgess Store. Erected for family members, they include several residences and equipment garages (Burgess Interview 2000).

Historical Background and Context

Burgess Store was built ca. 1950 along SR 1318 in the rural Hemphill Creek community northwest of Waynesville. The storeowner was Brown Burgess (1921-1999), who constructed the building with the assistance of relatives using local fieldstone. The native fieldstone was not only affordable but also stylish, reflecting a regional trend toward rock veneers popularized by stone-faced bungalows and schools in the 1920s and 1930s.

The building stands adjacent to the road on property inherited by Burgess' wife, Lavada Moody Burgess. Her father, James Moody, was a farmer and occupied the frame bungalow (1942) that stands on a rise of land behind the store (see the James Moody House evaluation in this report).

Brown Burgess was also a farmer and operated a small trucking business in addition to his roadside store. Burgess Store stocked cattle feed and a variety of general merchandise for a local clientele, and included gas pumps (now gone) beside the road. In 1963, the Burgesses built as their residence the frame, clipped-gable dwelling sited directly behind the store. Burgess and his wife ran the business until 1967, when the store ceased operation. The family now uses the building for storage (Burgess Interview 2000).

Burgess Store typifies rural, roadside stores built in Haywood County and throughout the region after World War I. Such establishments provided social centers as well as a variety of groceries, hardware, clothing, fertilizer, and seeds. By the 1920s, most featured gas pumps and offered minor automobile repair and service (Bishir et al. 1999: 66).

During the nineteenth century and early twentieth centuries, these stores were typically simple gable-front buildings with deep, rectangular plans and wide front porches. Many were two stories high and some had parapet front gables with recessed entries. In Haywood County and throughout the state, the two-story form was more common before the arrival of the automobile and improved roads after World War I. Slow overland transportation made frequent restocking impractical, and thus crossroads merchants ordered greater volumes of stock, which they stored on the premises. The upper story could be used as an apartment for the merchant and his family (Davis 1992).

By World War I, this pattern of commerce began to change. The rise of automobile travel and subsequent highway and bridge construction campaigns brought greater mobility to the countryside and began to concentrate commercial functions in the larger rail towns and county seats. Consequently, the smaller, one-story country store emerged as the common commercial unit in rural communities. The smaller size reflected improvements in transportation which allowed for frequent restocking and which changed the buying patterns of rural residents. With the gradual improvement of roads, large purchases and the acquisition of specialty items were commonly made in the bigger towns, while the roadside store provided a limited array of everyday goods and services catering to local farmers as well as motorists. Many rural merchants installed gas pumps and added hydraulic lifts to the property for minor auto repairs and services (Davis 1992; Bishir et al. 1999: 62-63).

The trend away from dispersed rural general stores and towards commercial centralization within larger towns has increased in recent decades. Interstate highway construction and overall road improvements have made rural stores increasingly obsolete. Near the project area, scores of retail and service-related enterprises line four-lane US 19-276 and US 23-74 near Waynesville, which itself has become a main shopping destination. It was, in fact, the growing competition from modern retail establishments around Waynesville that forced the closing of Burgess Store in 1967 (Burgess Interview 2000). Furthermore, the farming population, which once traded at local stores, has steadily declined, while farmland has given way to either forests or modern development. Although small agricultural holdings persist in Haywood County, the labor-intensive family farm has disappeared, and thus the traditional market for country stores has sharply declined (Bishir et al. 1999: 82).

Although no comprehensive inventory of rural stores in Haywood County has been undertaken, it is acknowledged that such buildings throughout the state's mountain region have "fallen to changing times" (Bishir et al. 1999: 209; see, too, Martin 1995: F: 124-127). The published 1993 architectural history of Haywood County, *Haywood Homes and History*, identifies only four rural stores in its compilation of historic buildings organized by township (Farlow et al. 1993: 58, 186, 190, 194). While this list is not comprehensive, it reflects the rarity of a once-common rural resource. Among the remaining roadside stores is Ferguson's Supply (1931) in Fines Creek. Still in use, this building

represents such establishments built after World War I in its one-story, gable-front form with a prominent pump canopy. Like Burgess Store, it features a distinctive masonry veneer, with a fieldstone foundation and manufactured stone walls (Farlow 1993: 58). Two other stores, each displaying a more traditional commercial form, stand unoccupied but in stable condition along SR 1318 outside the APE. Amos Moody Store (ca. 1925) and David Brown Store (ca. 1930) are both one-story, weatherboard buildings with flat-parapet front facades (Farlow 1993: 194).

Evaluation of Eligibility

Burgess Store is recommended eligible for the National Register under Criterion A for commerce. The well-preserved fieldstone building is a tangible reminder of the roadside stores that once dotted the county and the region but are now rare. The property is not considered eligible under any other criterion. The building 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 also does not possess sufficient architectural significance for eligibility under Criterion C. Finally, the property is not considered eligible under Criterion D because the architectural components are not likely to yield information important in the history of building technology.

Boundary Description and Justification (Figure 8)

The proposed National Register boundaries are defined by the current tax parcel that includes the store. This parcel also contains the 1963 Burgess residence, which is a non-contributing resource. It excludes the James Moody House to the north. The boundary follows the existing right of way along SR 1318.

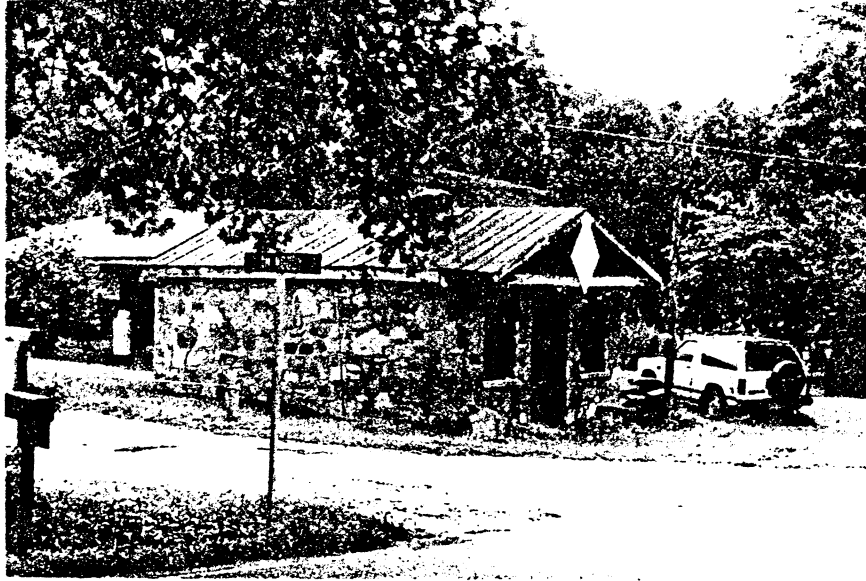


Plate 6. Burgess Store And Setting, Looking East From SR 1318.

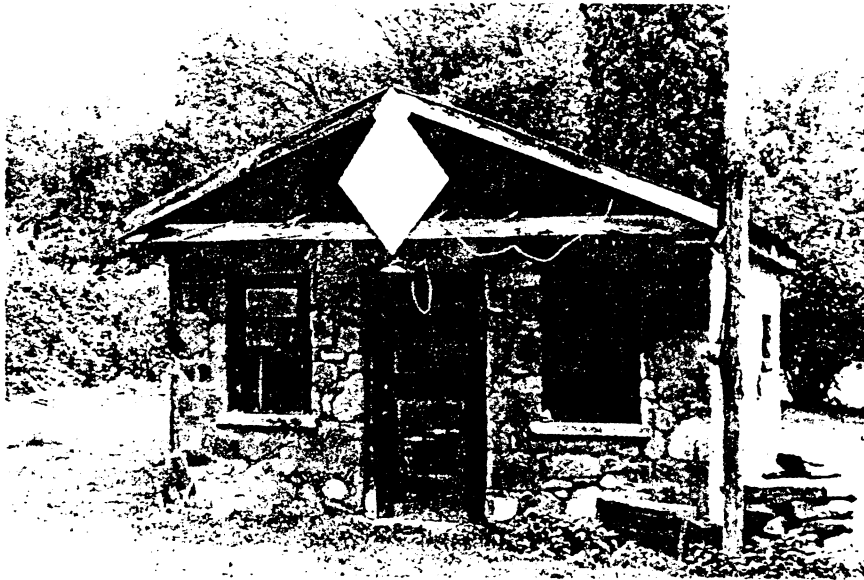


Plate 7. Burgess Store, Front Façade, Looking North.

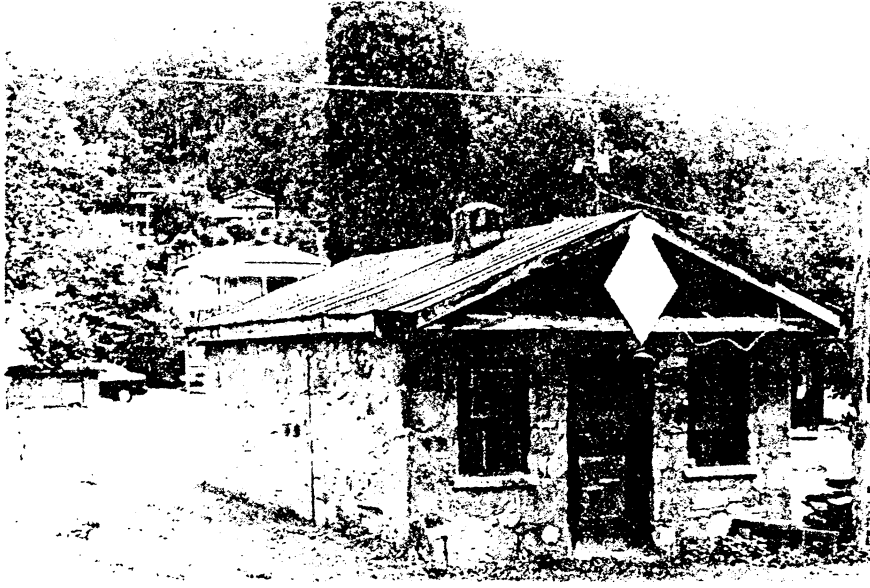


Plate 8. Burgess Store, Looking North.

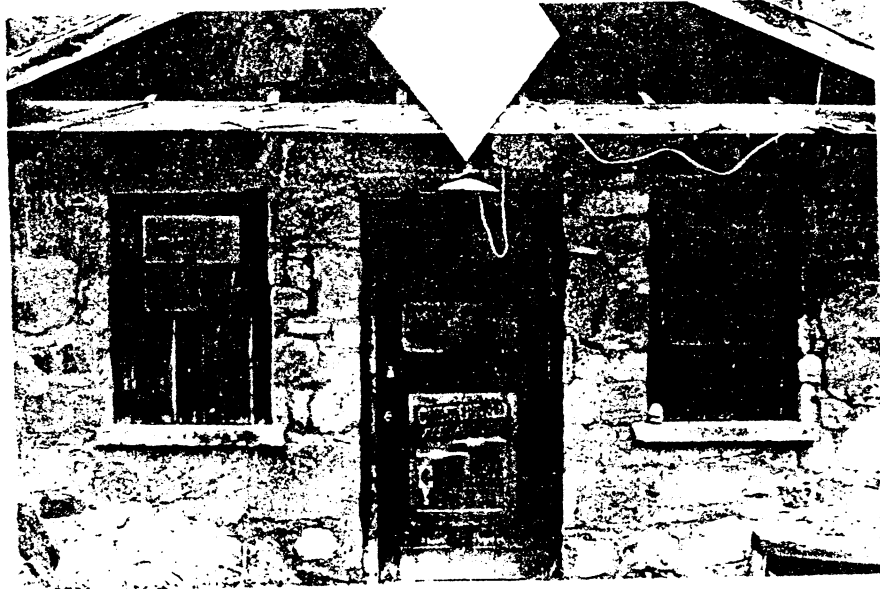


Plate 9. Burgess Store, Front Facade.

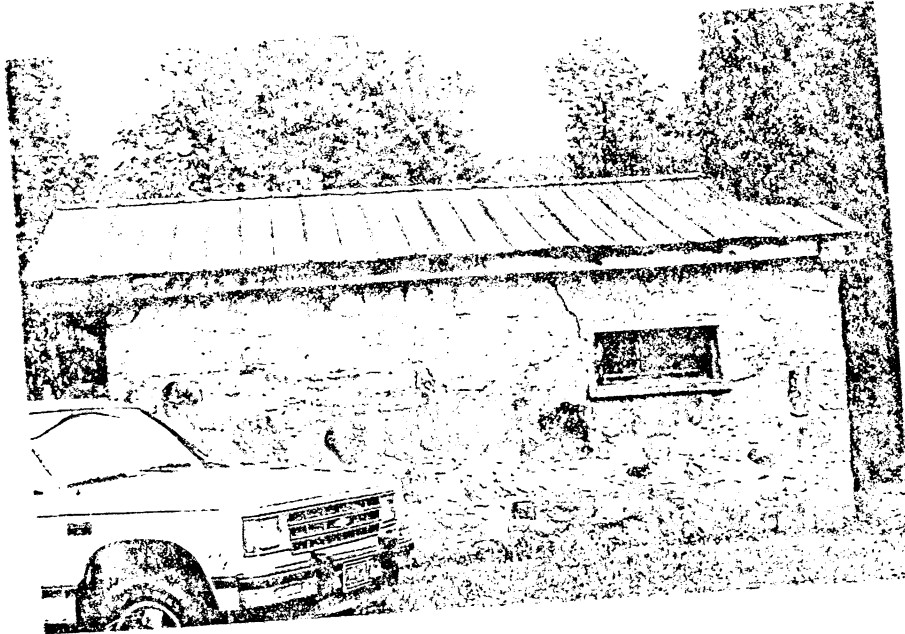


Plate 10. Burgess Store, East Elevation.

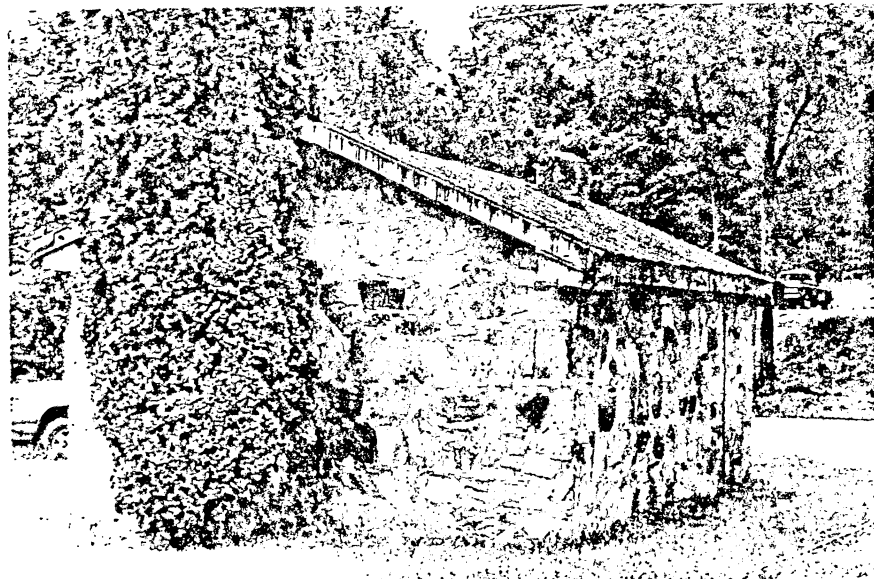


Plate 11. Burgess Store, Rear Elevation, Looking South.



Plate 12. Burgess Store, Front Doorway and Signage.



Plate 13. Burgess House (1963), Looking North.

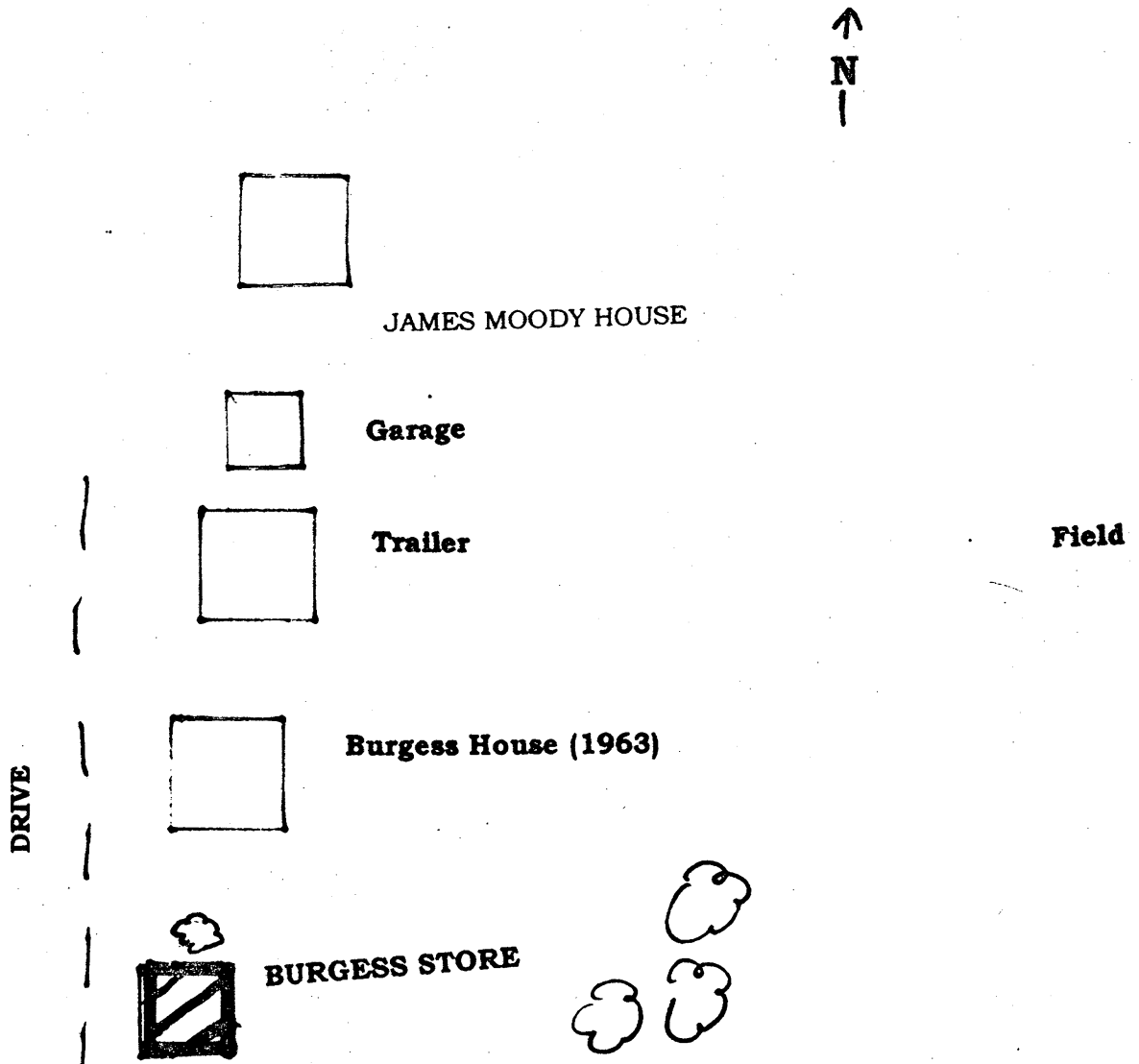


Plate 14. Burgess Store, Looking Northwest.



Plate 15. Right-of-Way Along SR 1318, Looking East From James Moody Drive Towards Bridge No. 48..

Figure 7
Burgess Store
Site Plan
(not to scale)



SR 1318

**Properties Evaluated Intensively and Recommended
Not Eligible for the National Register**

James Moody House

North side SR 1318, 0.1 mile west of SR 1315, 0.1 mile down unpaved drive, Hemphill Creek Community, Haywood County

Evaluation of Integrity (Plates 16-23) (Figure 9)

Constructed in 1942, the James Moody House is a one-story, weatherboard dwelling with bungalow features. Capped by a low, clipped-gable roof, this double-pile house has Craftsman-style, three-over-one windows, exposed rafters, and a broad, clipped-gable front porch with square posts and balusters. The house rests on a high, fieldstone foundation that accommodates a basement. Access inside was denied, but the interior of the house is said to have original wood floors, paneled, wood doors, and sheet-rocked walls and ceilings. The wood-burning stoves that originally heated the interior are now gone (Burgess Interview 2000).

Modern dwellings and equipment garages surround the Moody House, which occupies a rise of land overlooking SR 1318 and Hemphill Creek. Originally the seat of a small farm, the property no longer retains agricultural outbuildings though a field remains on the east side of the tract. The ca. 1950 Burgess Store, originally owned and operated by Moody's son-in-law, Brown Burgess, stands at the northwest corner of the property (see Burgess Store evaluation in this report).

Historical Background and Context

In 1942, James Moody hired local contractor, Larry Owens, to build this frame dwelling in the Hemphill Creek community. Moody was a farmer and a logger, who raised burley tobacco, beans, and corn, and cut timber on family land and additional leased tracts near Hemphill Creek. Moody's daughter, Lavada Moody Burgess, currently occupies the house.

With its simple, bungalow-inspired design, the Moody House reflects the persistent, regional popularity of the bungalow style into the early 1940s. Promoted in a flood of new architectural magazines and builders' guides during the early twentieth century, the style gained widespread national acceptance by the 1920s. There are countless variations, but key elements of the style include a low-slung form, wide porch with tapered posts, broad eaves with exposed rafters, and an abundance of windows. The finer examples often display rustic materials, such as fieldstone and rough-split wooden shingles for siding. Especially in the fast-growing urban areas with rail connections, bungalows were often mass-produced using prefabricated materials. In North Carolina and nationwide, Sears, Roebuck and Company, the North American Construction Company (of Bay City, Michigan), and scores of smaller manufacturers produced prefabricated bungalows built with lumber cut to

specifications and shipped by railroad car to local contractors (Jakle et al. 1989: 170-181; Bishir 1990: 426-431).

Bungalows abound in Haywood County, erected for local residents and summer visitors alike. Their informality, rustic appearance, and deep porches made bungalows appealing vacation cottages, and numerous, handsome examples line the banks of Lake Junaluska. Scores of bungalows also appeared around Waynesville, Hazelwood, and Canton during the 1910s and 1920s, with models adapted to suit the needs and tastes of both the working and middle classes. In Canton, for example, Newfound Street contains well-crafted, substantial bungalows built for merchants and white-collar employees at Champion Paper and Fibre Company. In the countryside, landowners after World War I frequently selected bungalows for their new farmhouses. One of the finest in the county is the ca. 1930 Waldo Green House in the Fines Creek community. The Green House features a low, clipped-gable roof, an engaged front porch, and exterior walls of wood shingles and native rock (Bishir et al. 1999: 55, 343-344; 348; Farlow et al. 1993: 127-128).

Evaluation of Eligibility

The James Moody House is not recommended eligible for the National Register under any Criterion. The house is not eligible under Criterion A because it is not associated with events that have made a significant contribution to the broad patterns of our history. The house is not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context. The house does not possess sufficient architectural significance for eligibility under Criterion C. Haywood County contains numerous bungalows, many of which more clearly illustrate the principal stylistic elements and themes. Finally, the James Moody House is not considered eligible under Criterion D because the architectural components are not likely to yield information important in the history of building technology.



Plate 16. James Moody House and Setting, Looking North From SR 1318.



Plate 17. James Moody House, Front and East Elevations, Looking North.



Plate 18. James Moody House, Front and West Elevations, Looking North.



Plate 19. James Moody House, Front Porch.



Plate 20. James Moody House, West Elevation, Looking East.



Plate 21. James Moody House, Rear Elevation.



Plate 22. Looking North From James Moody House Towards Modern Houses and Sheds.

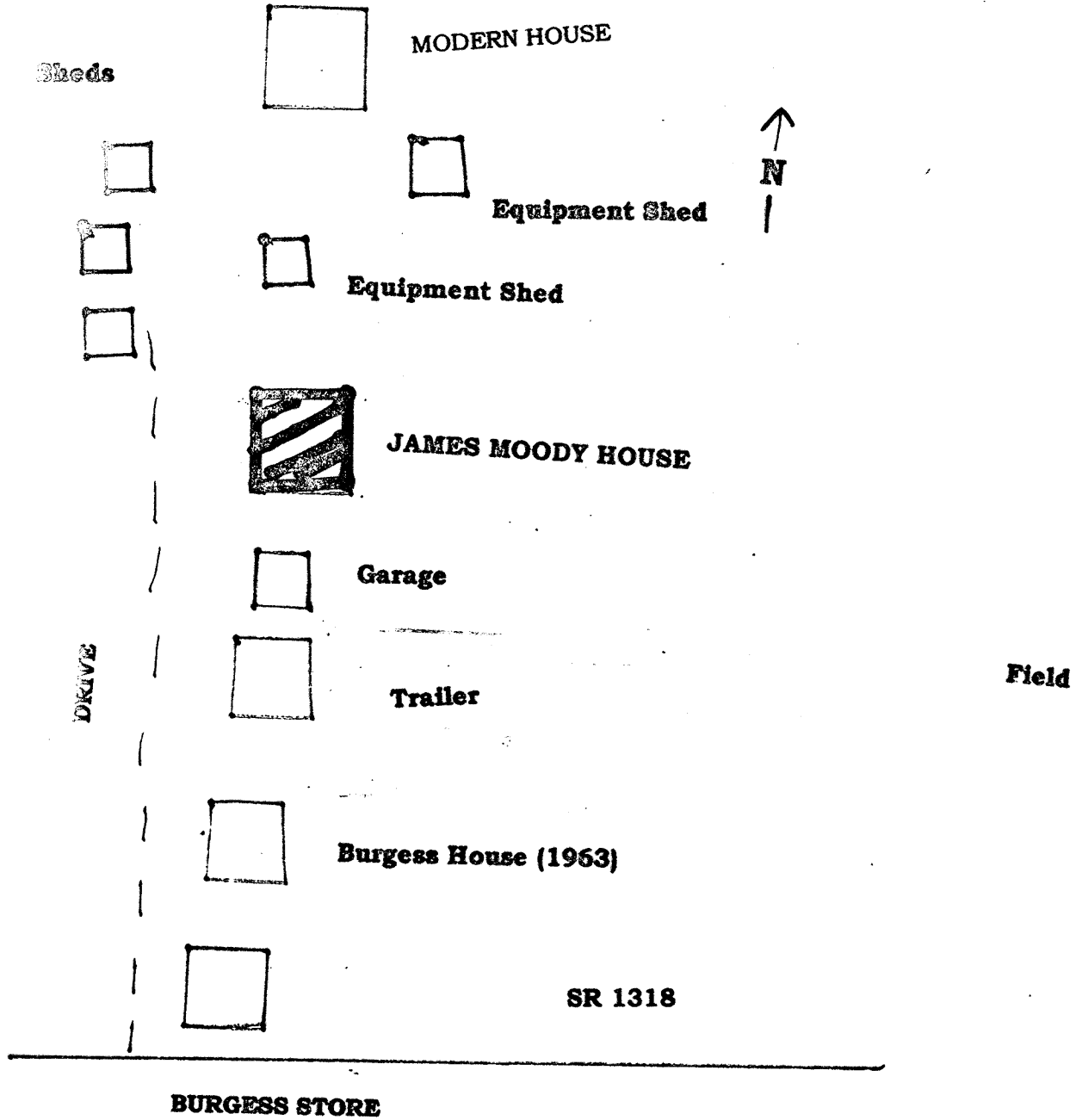


Plate 23. Looking South From James Moody House Towards Bridge No. 48 and SR 1318.

Figure 9

James Moody House

Site Plan
(not to scale)



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