



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

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GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

MEMO

To: Renee Gledhill-Earley
Environmental Review Coordinator
North Carolina State Historic Preservation Office

From: Vanessa E. Patrick

Date: August 4, 2011

Subject: *T.I.P. No. R-3434, Brunswick County. Midway Road Improvements, SR 1500 (Midway Road) and SR 1401 (Galloway Road) From NC 211 to US 17 Bypass. WBS No.34545.1.1. F.A. Project No. STP-1550(6). ER 02-11247.*

The NCDOT has recently reactivated the R-3434 project in southeastern Brunswick County (see attached map). The project involves widening, some realignment, and the replacement of three bridges on Midway Road (SR 1500) and Galloway Road (SR 1401). Mattson, Alexander and Associates, Inc. executed the original architectural survey, recording nineteen resources, in 2005. In a memo dated June 22, 2005 (copy attached), HPO agreed with NCDOT that two of the surveyed resources, the Antioch Crossroads Stores (BW 262), are eligible for the National Register of Historic Places (NR) under Criteria A and C and the remaining seventeen properties are ineligible and warrant no further study.

As the original architectural survey is now six years old, NCDOT Historic Architecture planned to revisit the R-3434 project area to 1) confirm the continued existence and status of the Antioch Crossroads Stores, 2) check the accuracy of the earlier survey, and 3) identify, photograph, and map any resources, previously recorded or otherwise, requiring evaluation for NR eligibility. NCDOT architectural historians established a new Area of Potential Effects (APE), slightly larger than the original in response to further refinement of the design since 2005. The new APE extends 1500 feet from the centerlines of Midway and Galloway Roads and from both termini of the 7.5-mile project corridor. HPOWeb indicated that the 2008-2010 comprehensive architectural survey of Brunswick County did not add any recorded properties to the APE and confirmed the presence and determination of eligibility of the Antioch Crossroads Stores.

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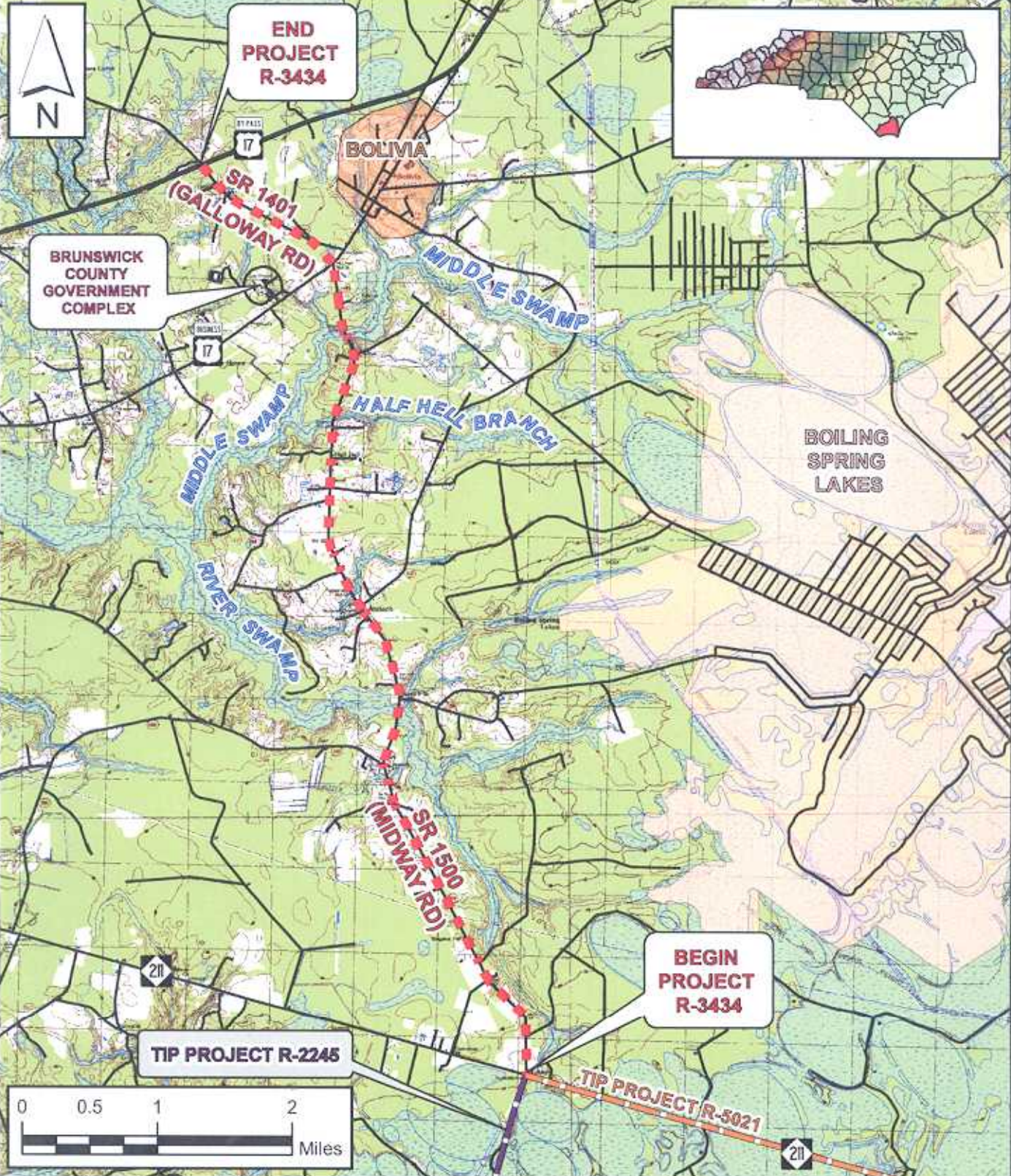
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NCDOT architectural historians conducted a field survey on July 27, 2011 covering 100% of the APE by automobile and on foot. The Antioch Crossroads Stores no longer occupy their sites and are presumed to have been demolished (see attached photographs). The majority of resources dating to about 1961 and earlier in the APE are represented in the 2005 survey and subsequent evaluations. A number of additional pre-1961 properties -- predominantly residential buildings of undistinguished and widely represented types plus a modern cemetery -- are clearly not candidates for National Register eligibility. That these properties do not appear in the recent county survey underscores this assessment. The R-3434 APE has lost its only NR-eligible properties and contains no others of concern.

The disappearance of the Antioch Crossroads Stores has been reported to and acknowledged by Michael Southern for purposes of updating the HPO databases. We shall alert the NCDOT planning engineers to the presence of the newly found cemetery, as well as four others (none qualify for NR eligibility), and the absence of NR-listed and –eligible architectural resources in the R-3434 project area. Should questions arise, please contact me at 919-707-6082 or vepatrick@ncdot.gov. Thank you.

V. E. P.

Attachments



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH

**VICINITY MAP
 IMPROVEMENTS TO
 SR 1500 (MIDWAY ROAD)
 AND SR 1401 (GALLOWAY ROAD)
 FROM NC 211 TO US 17 BYPASS
 BRUNSWICK COUNTY
 TIP PROJECT R-3434**

County: BRUNSWICK	
Div: 3	TIP# R-3434
WBS: 34545.1.1	
Date: JULY 2008	

**Figure
 1**

CITIZENS PARTICIPATION
RECEIVED

JUN 24 2005



North Carolina Department of Cultural Resources
State Historic Preservation Office

Peter B. Sandbeck, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

June 22, 2005

MEMORANDUM

TO: Gregory Thorpe, Ph.D., Director
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: Peter Sandbeck *Copy for Peter Sandbeck*

SUBJECT: Phase II (Intensive Level) Architectural Survey Report, SR 1500 (Midway Road) and SR 1401 (Cardwell Road) Improvements, From NC 211 to US 17 Bypass, R-3434, Brunswick County, ER 02-11247

Thank you for your letter of May 19, 2005, transmitting the survey report by Richard Mattson of Mattson, Alexander and Associates, Inc. for the above project.

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

(Nos. 7-8) Antioch Crossroads Stores, east side of SR 1500 at junction with SR 1512, Antioch Crossroads, are eligible for the National Register under Criterion A for commerce and Criterion C for architecture. The stores are tangible reminders of the rural, roadside stores that once dotted the county but are now rare. In their simple front gable forms, the stores typify a common commercial form of the early twentieth century. Store No. 8, with its front gable pump canopy, clearly illustrates the auto-oriented country stores of the early to mid-twentieth century. We concur with the proposed National Register boundary as defined and delineated in the report.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are not eligible for the National Register of Historic Places:

Properties 1 - 6; 9 - 19.

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.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT
Richard Mattson, Mattson, Alexander and Associates, Inc.



**Antioch Crossroads Stores (BW 262) – looking east in
2005 (above) and 2011 (below).
R-3434, Brunswick County**

**PHASE II (INTENSIVE LEVEL) ARCHITECTURAL SURVEY REPORT
S.R. 1500 (MIDWAY ROAD) AND S.R. 1401 (CARDWELL ROAD) IMPROVEMENTS,
FROM N.C. 211 TO U.S. 17 BYPASS
BRUNSWICK COUNTY
T.I.P. NUMBER R-3434
STATE PROJECT NUMBER 8.2231801
FEDERAL AID PROJECT NUMBER STP-1500(6)
WBS NUMBER 34545.1.1**

Prepared by:

**Mattson, Alexander and Associates, Inc.
2228 Winter Street
Charlotte, North Carolina 28205**

Prepared for:

**North Carolina Department of Transportation
Historic Architecture
Office of Human Environment
1583 Mail Service Center
Raleigh, North Carolina 27699-1583**

5 May 2005



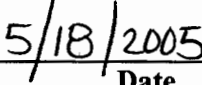
Mattson, Alexander and Associates, Inc.



Date



North Carolina Department of Transportation



Date

MAY 20 2005

MANAGEMENT SUMMARY

This North Carolina Department of Transportation (N.C.D.O.T.) project is entitled, *S.R. 1500 (Midway Road) and S.R. 1401 (Cardwell Road) Improvements, From N.C. 211 to U.S. 17 Bypass, Brunswick County*. The T.I.P. Number is R-3434. The highway project proposes to improve S.R. 1500 and S.R. 1401 with twelve-foot wide lanes and eight-foot shoulders. The plan also calls for improvements to the intersections of S.R. 1500, S.R. 1401, and U.S. 17 Business and the replacement of Bridge Nos. 23, 25, and 104. The location of the proposed highway improvement project is depicted in **Figure 1**.

This architectural survey was conducted in order to identify historic architectural resources located within the area of potential effects (A.P.E.) for the undertaking as part of the environmental studies conducted by N.C.D.O.T. and documented by an environmental assessment (E.A.). This report was prepared as a technical addendum to the E.A. which is on file at the North Carolina Department of Transportation, Raleigh, North Carolina. The technical addendum is part of the documentation prepared to comply with the National Environmental Policy Act (N.E.P.A.) and the National Historic Preservation Act of 1966, as amended (36 C.F.R. 800). Federal regulations require governmental agencies to take into account the effect of federally funded, licensed, or permitted undertakings on properties included in, or eligible for inclusion in, the National Register of Historic Places. Furthermore, the agencies must afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings.

The report meets the guidelines for architectural surveys established by N.C.D.O.T. (October 2003). These guidelines set forth the following goals for architectural surveys: (1) to determine the A.P.E. for the project; (2) to locate and identify all resources fifty years of age or older within the A.P.E.; and (3) to determine the potential eligibility of these resources for listing in the National Register of Historic Places. In addition, this report conforms to the expanded requirements for architectural survey reports developed by N.C.D.O.T. and the North Carolina Department of Cultural Resources (February 1996).

The methodology for the survey consisted of background research into the historical and architectural development of the area and a field survey of the A.P.E. The field survey was conducted to delineate the A.P.E. of the proposed highway improvement and to identify all properties within this area that were built prior to 1956. The surveyed resources and the boundaries of the A.P.E. are shown on U.S. Geological Survey (U.S.G.S.) topographical maps (**Figures 2A-2C**). One hundred percent of the A.P.E. was surveyed.

Within the A.P.E., a total of nineteen (19) properties were identified as being at least fifty years of age (see **Appendix A**). Resources Nos. 7 and 8, which are two adjacent roadside stores at Antioch crossroads, are considered eligible for the National Register and are evaluated in the Property Inventory and Evaluations section of the report. The remaining properties in the survey area lack either sufficient architectural integrity or the architectural or historic significance needed for National Register eligibility.

Properties Listed in the National Register

None

Properties Listed in the North Carolina Study List

None

Properties Previously Determined Eligible for the National Register

None

Other Properties Evaluated Intensively and Considered
Eligible for the National Register

Nos. 7-8 Antioch Crossroads Stores

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

None

Other Properties Evaluated and Considered Not Eligible for the National Register

See Appendix A

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II. INTRODUCTION

This Phase II (intensive level) architectural survey was undertaken in conjunction with the proposed N.C.D.O.T. project, *S.R. 1500 (Midway Road) and S.R. 1401 Improvements, From N.C. 211 to U.S. 17 Bypass, Brunswick County*. The T.I.P. Number is R-3434. The highway project proposes to improve S.R. 1500 and S.R. 1401 with twelve-foot wide lanes and eight-foot shoulders. The plan also calls for improvements to the intersections of S.R. 1500, S.R. 1401, and U.S. 17 Business and the replacement of Bridge Nos. 23, 25, and 104. The location of the proposed highway improvement project is depicted in **Figure 1**. Mattson, Alexander and Associates, Inc. of Charlotte, North Carolina, prepared this report for the North Carolina Department of Transportation, Raleigh, North Carolina. Frances P. Alexander and Richard L. Mattson served as the principal investigators, and the work was undertaken in February 2005.

This architectural survey was undertaken in accordance with the Department of Transportation Act of 1966, Section 106 of the National Historic Preservation Act of 1966, as amended (36 C.F.R. 800), and the F.H.W.A. Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents). Section 106 requires the identification of all properties eligible for, or potentially eligible for, listing in the National Register of Historic Places according to criteria defined in 36 C.F.R. 60. In order to comply with these federal regulations, this survey followed guidelines set forth in *Section 106 Procedures and Guidelines* (N.C.D.O.T., October 2003).

Federal regulations also require that the area of potential effects (A.P.E.) for the undertaking be determined. The A.P.E. is defined as the geographical area, or areas, within which a federal undertaking may cause changes to the character or use of historic properties, if such properties exist. The A.P.E. is depicted on U.S. Geological Survey (U.S.G.S.) topographical maps (**Figures 2A-2C**).

The A.P.E. is based primarily on the relationship of the project to both natural and manmade boundaries. Along the north, east, and south sides of the project, the A.P.E. boundaries are mainly marked by modern residential development and woodlands that buffer the project from historically rural areas. The A.P.E. at the north end of the project is marked U.S. 17 Bypass, constructed after the publication of the most recent U.S.G.S. maps.

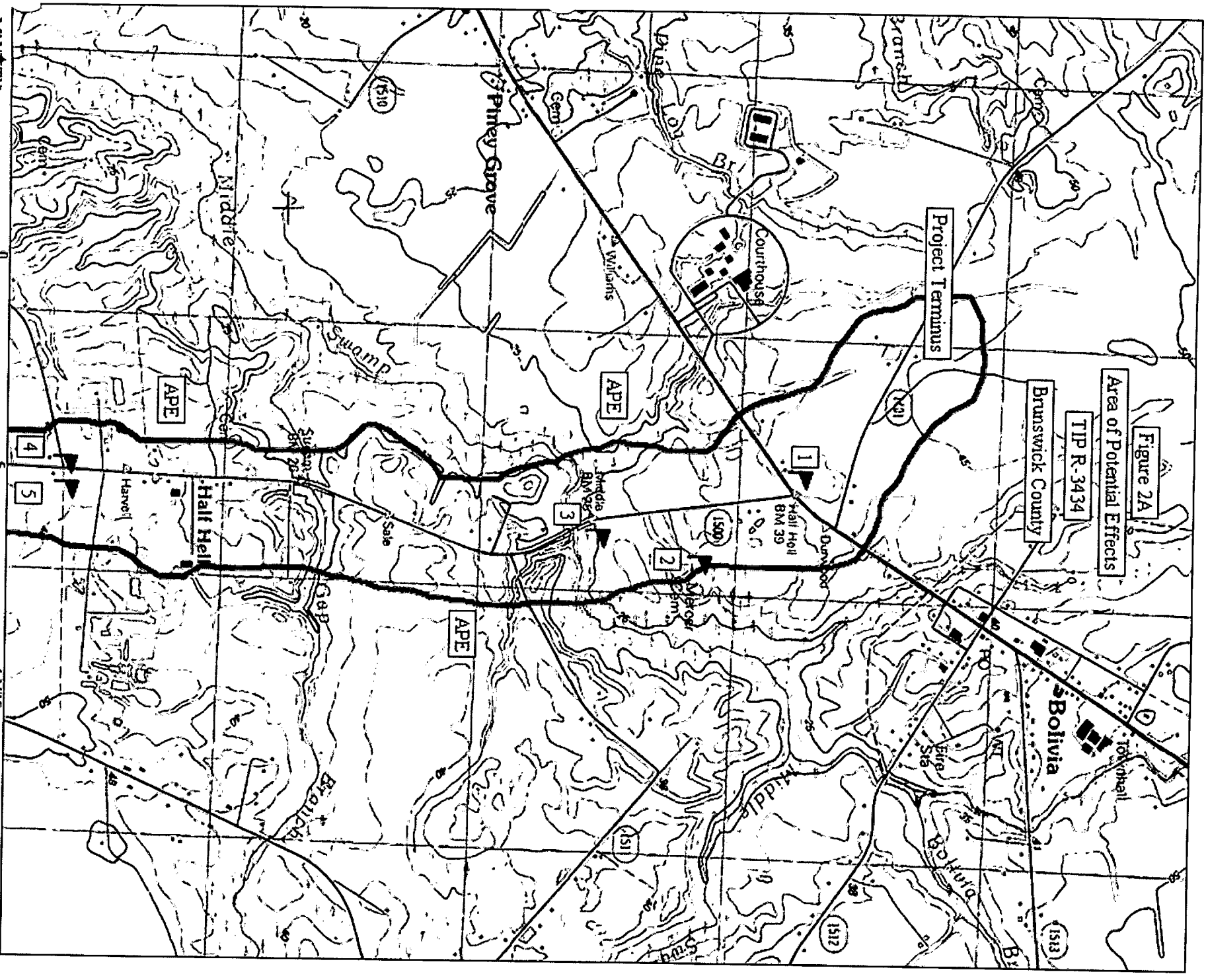
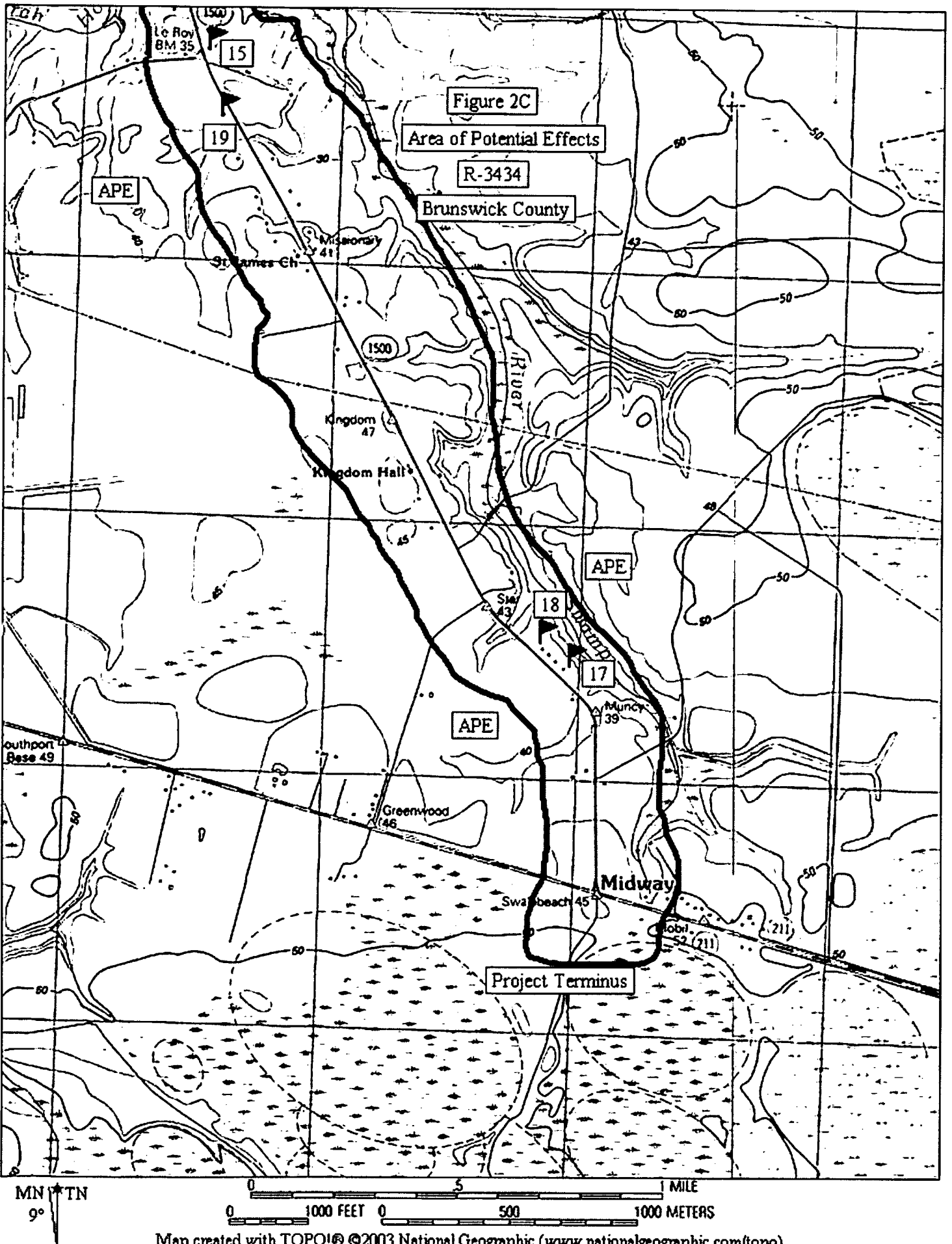


Figure 2A
Area of Potential Effects
TIP R-3434
Brunswick County

Map created with TOPOI® ©2003 National Geographic (www.nationalgeographic.com/topo)



III. PHYSICAL ENVIRONMENT

The project is situated in rural Brunswick County in the southeastern corner of the North Carolina Coastal Plain. Typical of rural areas in this region, the project area consists of low-lying, flat terrain marked by cultivated fields, woodlands, and swampy areas. The immense Green Swamp spans the northern tier of Brunswick County, north of the project area. Winding Middle Swamp River cuts through both the north and central sections of the project. The project area is characterized by simple dwellings facing S.R. 1500, woodlands, and pockets of agricultural fields. The several crossroads communities along S.R. 1500 typically include small, modern churches and a string of one story houses. The Midway settlement at the junction of S.R. 1500 and N.C. 211, the southern terminus of the project, includes a modern general store. A modern residential subdivision stands just north of Midway and modern dwellings are scattered along S.R. 1500 for the entire length of the project. A modern Buddhist temple is also situated in the project area, located near Half Hell Swamp south of Antioch. Modest bungalows sited on small clearings oriented to S.R. 1500 predominate among the surveyed resources. However, the project area also includes two roadside stores at Antioch that date to the early twentieth century and are now abandoned. These frame, front gable stores appear to be rare surviving examples of the rural stores that once marked crossroads hamlets throughout the county.

IV. METHODOLOGY

This Phase II architectural survey was conducted as part of the planning for the proposed improvements to S.R. 1500 and S.R. 1401 in Brunswick County. The architectural survey for this federally funded project was undertaken in accordance with the Department of Transportation Act of 1966, Section 106 of the National Historic Preservation Act of 1966, as amended (36 C.F.R. 800), and the F.H.W.A. Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents). The survey followed guidelines set forth in *Section 106 Procedures and Guidelines* (N.C.D.O.T., October 2003).

The survey was conducted with the following goals: 1) to determine the area of potential effects (A.P.E.), which is defined as the geographic area or areas within which a project may cause changes to the character or use of historic properties, if any such properties exist; 2) to identify all resources at least fifty years of age within the A.P.E.; and 3) to evaluate these resources according to National Register of Historic Places criteria as defined in 36 C.F.R. 60. The N.C.D.O.T. Phase II survey guidelines set forth the following procedures for complying with these mandates: 1) identify and map the area of potential effects; 2) conduct historical research; 3) undertake a preliminary field survey in which all properties at least fifty years of age within the A.P.E. are photographed and mapped; 4) prepare a preliminary presentation of findings; 5) conduct an intensive field survey; and 6) prepare a final presentation of findings.

The field survey was conducted in February 2005 to delineate the A.P.E. and to identify all resources within the A.P.E. that appear to have been built before 1956. The geographical context for evaluating the architectural resources identified during this project was Brunswick County. One hundred percent of the A.P.E. was surveyed. During the research phase, the architectural survey files of the North Carolina Historic Preservation Office (H.P.O.) in Raleigh were searched to identify National Register, Study List, and other previously surveyed properties located in or around the study area. There has been no comprehensive historic architectural inventory of Brunswick County, and few resources in rural Brunswick have been surveyed. The 1994 study, *An Historical Architectural Survey Report for Wilmington Bypass, New Hanover and Brunswick Counties*, T.I.P. No. R-2633, offers an historical and architectural overview of the county. In addition, *A Guide to the Historic Architecture of Eastern North Carolina* (1996) by Catherine W. Bishir and Michael T. Southern includes some architectural and historical background. Finally, in the late 1970s, Carl R. Lounsbury conducted an historic resources inventory of the small port town of Southport (southeast of the A.P.E.), which culminated in the publication, *The Architecture of Southport* (1979). Although focused on Southport, the work provides some historical context for understanding the development of rural Brunswick County.

Following the historical research phase, a preliminary field survey of the A.P.E. was conducted to identify all resources at least fifty years of age. A preliminary presentation of findings was then submitted to N.C.D.O.T. for review. Subsequently, the principal investigators conducted an intensive field survey of those resources that were determined to merit intensive evaluation. For each of these resources the following information and supporting materials were provided: physical description and evaluation of integrity; photographs of the exterior and interior (where permitted); site plan; and historical background information. In addition, for those resources considered eligible for the National Register, proposed boundaries were depicted.

V. HISTORICAL BACKGROUND

Located along the Lower Cape Fear region, Brunswick County was formed from New Hanover County in 1764. Although the Spanish and English had explored the Cape Fear River in the sixteenth and seventeenth centuries, permanent white settlement did not begin until the founding of Brunswick Town in 1725, and the creation of the New Hanover precinct in 1729. As one of North Carolina's few waterways navigable by ocean-going vessels, the Cape Fear River became a magnet for shipping, as well as for commercial farms and plantations. While the port of Wilmington (some fifteen miles upstream from Brunswick) in New Hanover County would become North Carolina's premier coastal entrepot by the late colonial period, during the early eighteenth century Brunswick was the most influential of the colony's ports, serving as the home to colonial governors and the site of the Stamp Act resistance in 1765. However, Brunswick was also especially vulnerable to hurricanes and plagued by mosquitoes and low country humidity. By 1776, when the British burned the town, Brunswick had few residents, and by 1830 Brunswick lay deserted and in ruins (Sharpe 1958: 598-611; Greiner Inc. 1994: VII: 1; Bishir and Southern 1996: 262-267).

The geography of the Lower Cape Fear shaped development throughout the eighteenth and nineteenth centuries. Although Wilmington expanded and prospered with the construction of the north-south Wilmington and Weldon Railroad in 1840, Brunswick County to the southwest remained agrarian and remote. The area's numerous creeks and vast marshlands hampered trade and travel. One of the few overland routes through the county before the Civil War was the Wilmington-Georgetown Road (roughly present-day U.S. 17 at the north end of the A.P.E.), that linked the seaports of Wilmington and Georgetown, South Carolina (Mouzon 1775; Greiner Inc. 1994: VII: 3-4).

The tidal marshes and surrounding long leaf pine forests generated vast quantities of rice, timber, and naval stores (tar, pitch, rosin, and turpentine) which were the major cash products of the Lower Cape Fear. The poorly drained soils were not well suited for other forms of agriculture, and small, diversified farms never played a major role in the county's development. This area was characterized by a few great rice and naval stores plantations that lined the Cape Fear River and its major tributaries and extended into the towering, interior pine forests. Between 1720 and 1870, the Cape Fear region was at the center of the world's production of naval stores, and on the eve of the Civil War, the pines of the Cape Fear were yielding nearly two-thirds of the turpentine in the United States (Greiner 1994: VII: 3-4).

Around the tidal marshes, wealthy families of Barbadian and South Carolina roots imported large slave workforces to build successful rice plantations during the eighteenth and early nineteenth centuries. In 1860, North Carolina produced eight million pounds of rice, and all but 400,000 pounds came from Brunswick County. Among the region's notable rice estates was Orton, located near the Cape Fear River east of the A.P.E. Today the only surviving plantation along the Lower Cape Fear, Orton began as a naval stores operation and later turned to rice cultivation. Roger Moore, son of South Carolina Governor James Moore, began Orton in the 1720s. When "King" Roger Moore died in 1750, his estate included 250 slaves, a largely self-sufficient complex of workshops, and nearly 13,000 acres. By the Civil War, Orton, with its Greek Revival plantation seat that still remains, was producing a half-million pounds of rice annually. Under the ownership of Kenneth M. Murchison after the Civil War, the Orton property was converted to a hunting retreat (Bishir and Southern 1996: 268).

The dominance of such self-sustaining plantations contributed to the paucity of towns in Brunswick. On the coast, the port town of Smithville (later renamed Southport) took shape in the

1790s and was named the county seat in 1808. Southport grew in the antebellum period as a summer retreat for well-off Wilmingtonians and expanded after the construction of New Inlet Dam improved access to the sea. However, the absence of rail connections restricted growth. In 1978, the county seat was relocated from Southport to a more central location at Bolivia, east of the A.P.E. (Bishir and Southern 1996: 262-263; Lounsbury 1979).

With the Civil War, economic and social patterns that had remained unchanged since early settlement were transformed. In the project area, the small farms that exist today represent the subdivision of the large Cape Fear plantations during the late nineteenth century. By 1880, the average size of farms in Brunswick County was only thirty acres. Of the approximately 690 farms in the county, just thirty-five were larger than 100 acres. Although naval store production continued until the end of the nineteenth century, the destruction of pine forests by Union troops sharply reduced turpentine yields. Moreover, technological changes, such as the development of iron ships and synthetic substitutes for turpentine, drastically curtailed the demand for naval stores. Concurrently, rice farming steadily declined. With growing mechanization, the crop moved westward into the upland prairies of Louisiana and other areas better suited to modern, heavy harvesting machinery. In addition, a series of devastating storms in the 1880s caused the breaching of dikes and contamination of the rice fields by salt water. By 1900, seventy percent of American rice was grown in Louisiana, and the crop had virtually disappeared from Brunswick County (Lee 1980: 217; Greiner 1994: VII: 4-5).

During the late nineteenth and early twentieth centuries, the arrival of rail lines into Brunswick County created several small towns, but the county remained rural and remote. In the 1890s, a spur of the newly formed Atlantic Coast Line Railroad extended from Wilmington into the northeast corner of Brunswick County at Navassa. In 1911, a rail line from Navassa to Southport created the modest railroad stop of Bolivia. Along Brunswick's southern shore, at the mouth of the Shallotte River, the town of Shallotte arose as a small shipping point. However, limited rail service and poor overland routes continued to stall growth. By the 1920s, the county was characterized by numerous small farms, a few incorporated towns, and a host of crossroads hamlets sited along a few improved highways and a larger network of unreliable dirt roads. The county was not connected to Wilmington across the Cape Fear River until the state funded the construction of moveable bridges across the Northeast and Northwest branches in 1929. In 1930, the *North Carolina Highway Map* showed only two paved highways transecting Brunswick County (Lee 1980: 180, 201; Greiner 1994: VII: 6-7; North Carolina State Highways 1930).

Within the A.P.E., the tiny rural community of Antioch evidently began in the early twentieth century along an unimproved dirt roadway, now S.R. 1500. This road, which links Bolivia to the north with Southport by way of N.C. 211, does not appear on state highway maps until the 1950s, and even then S.R. 1500 was not depicted as a "hard surface" road. A small general store serving local farmers was erected at Antioch in early 1900s, and probably between the late 1920s and World War II an adjacent store was built. Around Antioch and elsewhere along S.R. 1500 within the A.P.E., farmers built small, frame farmhouses and Baptist and Methodist churches on cleared land surrounded by woodlands and swamp (North Carolina State Highways 1957).

In common with the region as a whole, during the early and middle twentieth century, local farmers cultivated bright leaf tobacco as the principal cash crop while also raising peanuts, sweet potatoes, and small grains. Small-scale truck farms also arose in the county, growing mainly fruits and vegetables for export. However, while neighboring New Hanover County saw truck farming emerge as a major commercial enterprise, in Brunswick the lack of arable land and persistent dearth of overland transportation routes hampered such endeavors (Greiner 1994: VII: 9-10).

Since World War II, Brunswick County has remained sparsely populated. The extensive swamplands and limited network of roads continue to constrain development. However, within the A.P.E. and throughout the county, modern residential construction reflects the growth of nearby Wilmington as well as the county's attraction as a summer tourist destination. Brunswick's wide beaches along its southern border are now heavily developed and have generated new construction and road building campaigns along portions of the county's southern tier. Holden Beach, Ocean Isle, Long Beach, and Sunset Beach have emerged as enormously popular vacation spots. Most recently, Bald Head Island near Southport has been transformed into an upscale summer retreat. Within and around the project area, pockets of modern residential construction, encouraged by new highways, reflect new patterns of growth. Yet the old patterns also persist, and modest farmhouses still occupy small rural tracts oriented to the road, while expanses of interior swamp and woodlands evoke the county's longtime isolation.

VI. PROPERTY INVENTORY AND EVALUATIONS

Summary

A total of nineteen (19) resources were identified within the A.P.E. as being at least fifty years of age. Two resources, a pair of stores at Antioch crossroads, are evaluated as eligible for the National Register in the Property Inventory and Evaluations section of the report. The remaining properties in the survey lack either sufficient architectural integrity or architectural or historic significance for National Register eligibility.

Properties Listed in the National Register

None

Properties Listed in the North Carolina Study List

None

Properties Previously Determined Eligible for the National Register

None

Other Properties Evaluated Intensively and Considered Eligible for the National Register

Nos. 7-8 Antioch Crossroads Stores

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

None

Other Properties Evaluated and Considered Not Eligible for the National Register

See **Appendix A**

Nos. 7-8 Antioch Crossroads Stores
East side of S.R. 1500 at junction with S.R. 1512
Antioch Crossroads, Brunswick County

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

These two one story, frame, front gable stores stand at the junction of S.R. 1500 and S.R. 1512 in the small crossroads settlement of Antioch. Antioch also contains a modern church located opposite the stores along S.R. 1500 and a scattering of simple farm dwellings surrounded by fields and woodlands. Store No. 7, which appears to have been built in the early 1900s, is in deteriorated but stable condition. The building rests on a foundation of round wood piles and includes original projecting cross wings to the rear that served as bedrooms and a kitchen. The exterior has board and batten siding, a standing seam, metal roof, and a paneled door. The three bay, front gable façade has an early, metal, soft drink sign above a shallow, shed roofed porch. The metal porch roof is a replacement although the original wood rafters remain, and the original roof was probably similar to the modern one. The wood porch floor that spans the façade is original. The store retains some original four-over-four windows, and all the windows have original configurations and simple surrounds. However, few of the windows retain their sashes, and they are either covered with sheet metal or are open, exposing the interior to the elements. The porch along the rear ell is in dilapidated condition. The principal investigators did not gain access to the interior, which is now used for general storage. However, views from outside reveal tongue and groove walls and ceilings throughout the interior.

Store No. 8, although also now used for general storage, is in better condition. Probably erected between the late 1920s and World War II, the building clearly illustrates the rural, roadside stores of that period. The narrow, front gable building has a projecting pump canopy supported by simple, wood posts with wood braces. The gas pumps are now gone. The store has original weatherboarding which remains exposed on the front elevation but has been covered with asphalt shingles on the other elevations. A later, shed roofed, board and batten addition with a separate entrance is located on the north side. A high, wooden fence extends from this addition. The three bay façade of the original front gable block has a paneled, double leaf doors flanked by six-over-six windows. Six-over-six windows also remain intact on the other elevations. As with Store No. 7, the building rests on a foundation of wood piles. The principal investigators did not gain access to the interior. However, views of the inside from the front windows reveal tongue and groove walls and ceilings as well as original wood shelving.

Historical Background and Context

Little is specifically known about the history of these two crossroads stores. In the early 1900s, Store No. 7 was built as a general merchandise establishment at the corner of S.R. 1500 and S.R. 1512 in the rural settlement of Antioch. The owner of the store is not known. The owner may have resided at the rear of the store where a wing contains bedrooms and a kitchen. Probably between the late 1920s and World War II, the adjacent Store No. 8 was constructed. The two stores share the same tax parcel and were evidently erected by the same owner. The store's projecting canopy originally sheltered gas pumps (now gone). Antioch was one of a group of crossroads hamlets that appeared in Brunswick County during the late nineteenth and early twentieth centuries. Each typically contained a post office, church, a cluster of farm dwellings, general merchandise stores, and perhaps a grist mill, sawmill, or turpentine distillery (Branson 1896; *North Carolina Labor Statistics* 1901).

Stores Nos. 7 and 8 neatly typify rural, roadside stores built in Brunswick County and throughout the region during the early twentieth century. Such establishments provided social centers as well as a variety of groceries, hardware, clothing, fertilizer, and seeds for local farmers. Architecturally, they were typically simple, front gable buildings with deep, rectangular plans. Before the arrival of the automobile and improved roads after World War I, substantial, two story versions, sometimes with front gable parapets, were commonplace. Slow overland transportation made frequent restocking impractical, and thus crossroads merchants ordered great 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; Bishir and Southern 1996: 45).

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, smaller, one story country stores emerged as the common commercial unit in rural communities. The smaller size reflected improvements in transportation that allowed for both more frequent restocking by storekeepers and the changing 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 to local farmers as well as to motorists. Many rural merchants installed projecting canopies to shelter new gas pumps, and added hydraulic lifts to the property for minor auto repairs and services (Davis 1992).

The trend away from dispersed general stores in rural locales 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 in Brunswick County, modern retail and service-related enterprises are sited along the major roads, such as N.C. 211 or U.S. 17. N.C. 211 leads to the coastal town of Southport, which is approximately five miles southeast of the project and has become a main shopping destination. The growing competition from modern retail establishments most likely forced the closings of these rural stores. Furthermore, the farming population, which once traded at local businesses, has steadily declined while farmland has given way to either forests or modern development. Although small agricultural holdings persist in Brunswick County, the labor-intensive family farm has disappeared, and thus the traditional market for rural general stores has sharply declined.

No comprehensive inventory of historic resources in Brunswick County has been undertaken. However, given the acknowledged rarity of surviving early twentieth century, crossroads stores in other regions of the state, one can assume that few examples remain in Brunswick County. The principal investigators conducted an informal windshield survey of a number of secondary roads in the county and discovered no other examples. Given Brunswick's historically sparse permanent population, and the rise of beach-oriented tourism and modern residential construction in recent decades, surviving early twentieth century rural stores are probably a rarity.

Evaluation of Eligibility

The Antioch Crossroads Stores are recommended as eligible for the National Register under Criterion A for commerce and under Criterion C for architecture. They are tangible reminders of the rural, roadside stores that once dotted the county and the region but that are now rare. In their simple, functional, one story, front gable forms, the stores typify a common commercial form from the early twentieth century. Store No. 8, with its front gable pump canopy clearly illustrates

the auto-oriented country stores that emerged after World War I and remained popular into the post-World War II years.

National Register Boundary Description and Justification (Figure 4)

The proposed National Register boundary is defined by the current one acre tax parcel that includes the two stores, which are both contributing resources. There are no other resources contained within the parcel. The boundary follows the existing rights-of-way along S.R. 1500 and S.R. 1512.

Figure 3

**Antioch Crossroads Stores
Site Plan
(Not to Scale)**

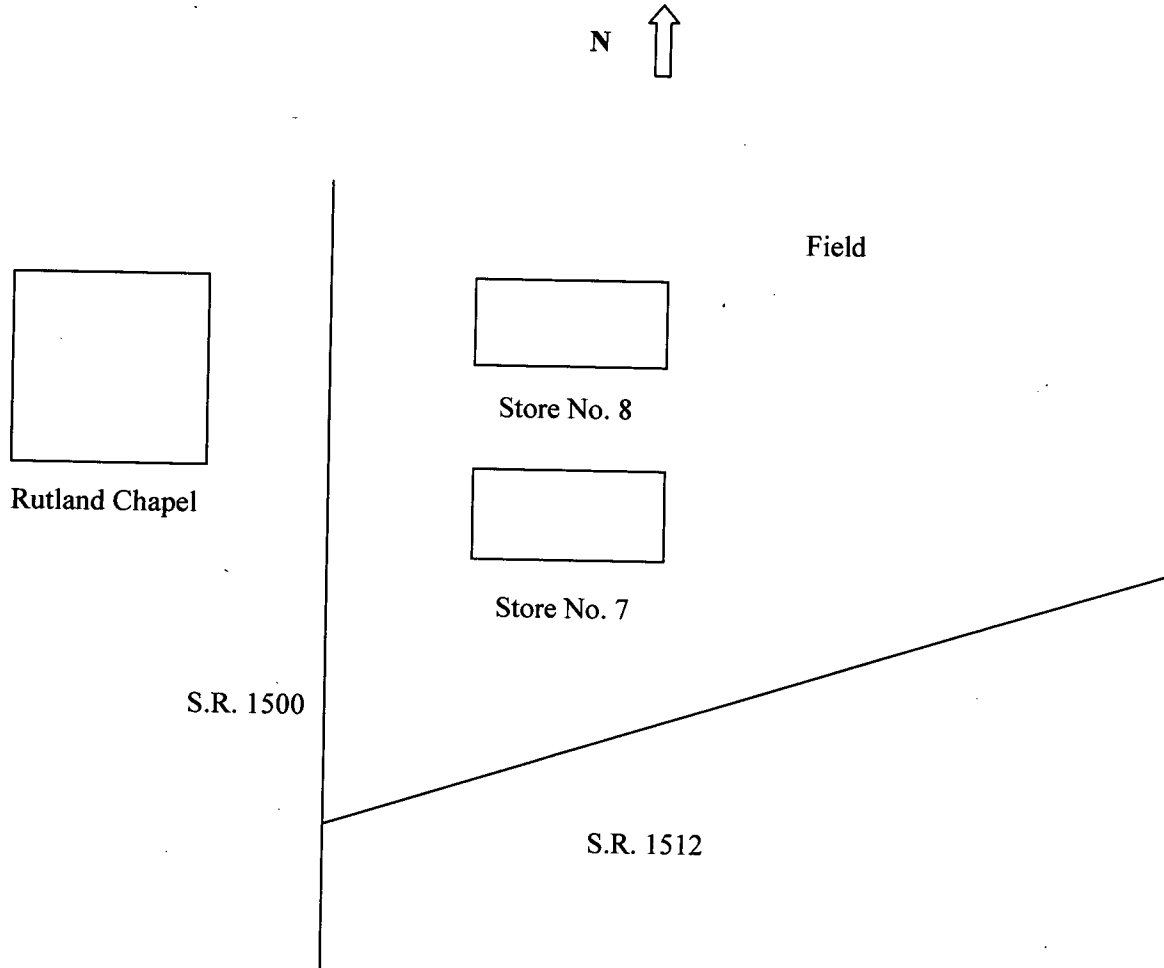
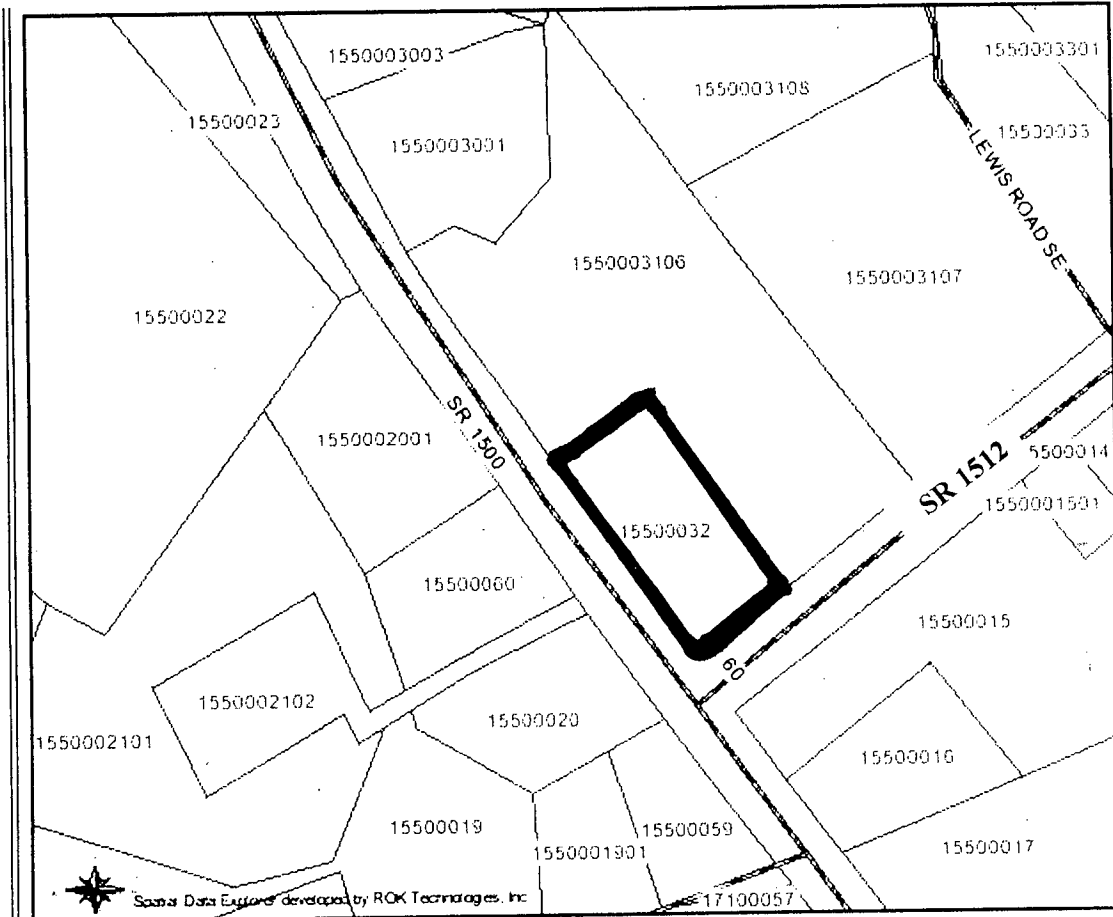


Figure 4

Antioch Crossroads Stores
Proposed National Register Boundary



Source: Brunswick Co. Tax Map
Scale 1" = 2000'



Plate 1. Antioch Crossroads Stores (Nos. 7-8), Stores and Setting, Looking North.



Plate 2. Antioch Crossroads Stores (Nos. 7-8), Store No. 7, Façade and Side (South) Elevation, Looking East.



Plate 3. Antioch Crossroads Stores (Nos. 7-8), Store No. 7, (Side) North Elevation, Looking South.



Plate 4. Antioch Crossroads Stores (Nos. 7-8), Store No. 8, Façade, Looking East.



Plate 5. Antioch Crossroads Stores (Nos. 7-8), Store No. 8, Façade and North Wing, Looking South.



Plate 6. Antioch Crossroads Stores (Nos. 7-8), Store No. 8, Side (South) and Rear (East) Elevations, Looking Northwest.

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APPENDIX A:

**CONCURRENCE FORM
INVENTORY LIST
RESOURCE PHOTOGRAPHS**

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

Project Description: Upgrade SR 1500 (Midway Road) and SR 1401 (Galloway Road), improve intersection of SR 1500, SR 1401, and US 17 Business, replace Bridge Nos. 23, 25, and 104.

On April 19, 2005 representatives of the

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

Reviewed the subject project at

- 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 effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are properties over fifty years old within the project's Area of Potential Effects (APE), but based on the historical information available and the photographs of each property, the property identified as (List Attached) is considered not eligible for the National Register and no further evaluation of it is necessary. 1-6; 9-19
- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- All properties greater than 50 years of age located in the APE have been considered at this consultation, and based upon the above concurrence, all compliance for historic architecture with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.
- There are no historic properties affected by this project. (Attach any notes or documents as needed)

Signed:

Prop. #s 7 & 8 - Antioch Crossroads stores: to be investigated further

Vanessa E. Patrick

4-19-05

Representative, NCDOT

Date

R. H. A.

4.19.05

FHWA, for the Division Administrator, or other Federal Agency

Date

Samuel A. [Signature] (SDM for)

4/19/05

Representative, HPO

Date

Peter B. Sandbrook

4-19-05

State Historic Preservation Officer

Date

INVENTORY LIST

**Properties Not Eligible for Listing in the National Register and
Therefore Not Worthy of Intensive Evaluation
(Keyed to Field Survey Map)**

No. 1 House

This deteriorated and altered L-plan cottage has replacement siding and horizontal sash windows that appear to have been added in the late 1950s. The house lacks the architectural integrity needed for National Register eligibility.

No. 2 David Mercer Cemetery

This small graveyard was established in 1896 according to a nameplate on a modern entrance pier. The cemetery does not appear to have a designed layout or landscaping, and most of the stones are modern. The cemetery lacks the significance needed for National Register eligibility.

No. 3 Bridge No. 104

The small, steel, deck girder bridge has concrete portal piers. Built in 1951, the span was determined ineligible for the National Register during the statewide bridge survey.

No. 4 House

This concrete block, front gable bungalow has a picture window and one-over-one replacement windows. The house is in deteriorated condition as are the two outbuilding located on the property. The house has neither the integrity nor the significance to merit National Register eligibility.

No. 5 House

The front gable bungalow has a shed roofed, screened porch and an open pier foundation, but has been altered with replacement siding and windows. The house lacks the integrity needed for National Register eligibility.

No. 6 House

This front gable bungalow has asbestos siding, three-over-one windows, and a hip roofed porch. The house lacks the significance needed for National Register eligibility.

No. 9 House

This large, side gable bungalow has been vinyl sided, and its windows are six-over-six replacements. The house no longer has sufficient integrity to merit National Register eligibility.

No. 10 House

The side gable bungalow has a large, carport addition and a shed roofed, screened porch. The house lacks the significance needed for National Register eligibility.

No. 11 House

The German sided, front gable bungalow has six-over-six windows and a hip roofed porch. The chimney is a modern replacement. The house lacks the historical or architectural significance needed for National Register eligibility.

No. 12 Bridge No. 25

The small, steel, deck girder bridge has concrete portal piers. Built in 1951, the span was determined ineligible for the National Register during the statewide bridge survey.

No. 13 Antioch Missionary Baptist Church

Organized in 1888 and rebuilt in 1944, the church has a brick, front gable main block, a classically inspired steeple, flat arched, stained glass windows, and a modern porch. The porch is covered in vinyl, and the doors are modern. Furthermore, there is a modern educational wing, and the adjoining cemetery comprises largely modern gravestones. The church has been altered and now lacks the architectural integrity to merit National Register eligibility.

No. 14 Bridge No. 23

The small, steel, deck girder bridge has concrete portal piers. Built in 1952, the span was determined ineligible for the National Register during the statewide bridge survey.

No. 15 House

This side gable bungalow has been altered with asbestos siding, replacement six-over-six windows, and a rebuilt porch. The house lacks the integrity needed for National Register eligibility.

No. 16 House

This modest, mid-century cottage has asbestos siding, six-over-six windows, and an enclosed porch. Now sited within the grounds of a Buddhist center, the house lacks the integrity and significance needed for National Register eligibility.

No. 17 House

This front gable cottage has a side hall plan and hip roofed porch, but has been extensively altered with vinyl siding, replacement six-over-six windows, and a rebuilt porch. The house lacks the integrity needed for National Register eligibility.

No. 18 House

This German sided, front gable bungalow has a partially enclosed porch and is now in deteriorated condition. The house lacks the integrity and significance needed for National Register eligibility.

No. 19 House

This German sided, front gable bungalow has a hip roofed porch supported by replacement piers and replacement six-over-six windows. The house lacks the integrity or significance needed for National Register eligibility.



House (No. 1).



David Mercer Cemetery (No. 2).



Bridge No. 104 (No. 3).



House (No. 4).



House (No. 5).



House (No. 6).



House (No. 9).



House (No. 10).



House (No. 11).



Bridge No. 25 (No. 12).



Antioch Missionary Baptist Church (No. 13).



Antioch Missionary Baptist Church (No. 13), Cemetery.



Bridge No. 23 (No. 14).



House (No. 15).



House (No. 16).



House (No. 17).



House (No. 18).



House (No. 19).

APPENDIX B:

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, Inc.
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

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.
- 1987-1988 Architectural Historian, Historic American Buildings Survey/Historic
American Engineering Record, National Park Service, Washington, D.C.
- 1986-1987 Historian, National Register of Historic Places, National Park Service,
Washington, D.C.
- 1986 Historian, Historic American Engineering Record, National Park Service,
Chicago, Illinois