



North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

April 3, 2018

Richard Gangle
Dominion Energy Group
5000 Dominion Blvd.
Glen Allen, VA 23060

Re: Phase I Historic Architecture Survey Report, Addendum 6 for Atlantic Coast Pipeline,
Multi County, ER 14-1475

Dear Mr. Gangle:

Thank you for your February 22, 2018, letter transmitting the above-referenced report. We have reviewed the report and concur that the seven buildings/structures located on the site of the former Alleghany Wood Products (HX1598) are not eligible for listing in the National Register of Historic Places for the reasons outlined in the report.

Please note that our tracking number for this project is ER 14-1475 not ER 14-1457 as shown in you subject line.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

A handwritten signature in blue ink that reads "Renee Gledhill-Earley".

for Ramona M. Bartos

cc: Spencer Trichell, Dominion Energy, spencer.trichell@dominionenergy.com

Received: 03/02/2018
State Historic Preservation Office

Dominion Energy Services, Inc.
5000 Dominion Boulevard
Glen Allen, VA 23060
DominionEnergy.com



February 22, 2018

ER 14-1475

Ms. Renee Gledhill-Earley
State Historic Preservation Officer
North Carolina Department of Natural and Cultural Resources,
State Historic Preservation Office
109 East Jones Street, Room 258
Raleigh, NC 27601

Due -- 3/26/18

H- RSE
3/21
ERLE H-18

**Subject: Section 106 Review – Phase I Historic Architecture Survey Report
Addendum 6
Atlantic Coast Pipeline, LLC, Atlantic Coast Pipeline Project
File No. Multi-County ~~ER 14-1457~~ ER 14-1475**

Dear Ms. Gledhill-Earley:

Atlantic Coast Pipeline, LLC (Atlantic) is requesting review and concurrence on the enclosed addendum architecture survey report, which reports on investigations conducted for the proposed Atlantic Coast Pipeline (ACP). The Federal Energy Regulatory Commission (FERC) is the lead Federal agency for this Project. Atlantic's consultant, ERM, conducted the survey and prepared the enclosed report pursuant to the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended.

Atlantic would appreciate your concurrence on the enclosed document. We look forward to continuing to work with you on this Project. If you have any questions regarding the enclosed report, please contact Spencer Trichell at (804) 273-3472 or Spencer.Trichell@dominionenergy.com, or by letter at:

Spencer Trichell
Dominion Energy Services, Inc.
5000 Dominion Boulevard
Glen Allen, Virginia 23060

Respectfully submitted,

Richard Gangle
Environmental Manager, Atlantic Coast Pipeline

cc: Spencer Trichell (Dominion)
Archie Lynch (Tribal Administrator, Haliwa-Saponi)

Enclosure: **Phase I Historic Architecture Survey Report Addendum 6**



**PHASE I HISTORIC ARCHITECTURAL SURVEY OF THE
ATLANTIC COAST PIPELINE PROJECT**

North Carolina Addendum 6 Report



Prepared by



January 2018

**PHASE I HISTORIC ARCHITECTURAL SURVEY OF THE
ATLANTIC COAST PIPELINE PROJECT**

North Carolina Addendum 6 Report

ER 14-1475

Draft

Prepared for

Atlantic Coast Pipeline, LLC
701 E. Cary Street,
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Prepared by

ERM
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Emily Tucker-Laird, Principal Investigator

Report prepared by

Emily Tucker-Laird, Megan Wiginton, Jeffrey L. Holland, and Larissa A. Thomas, Ph.D.

January 2018

ABSTRACT

This report presents the results that were achieved during Phase I historic architectural surveys conducted in association with the Atlantic Coast Pipeline, LLC (Atlantic) Atlantic Coast Pipeline (ACP) project (Project). Dominion Energy Transmission, Inc. proposes to build and operate approximately 600 miles of natural gas transmission pipeline and associated laterals on behalf of Atlantic, which is a company consisting of subsidiaries of Dominion Energy Inc., Duke Energy, Piedmont Natural Gas, and Southern Company Gas. The pipeline system extends from West Virginia to southern North Carolina, and the Project will also include access roads, meter stations, compressor stations, and other above-ground facilities. This document presents findings related to the segment of the pipeline corridor in North Carolina, which is approximately 198 miles long. It traverses Northampton, Halifax, Nash, Wilson, Johnston, Sampson, Cumberland, and Robeson counties and includes the trunk line (approximately 186 miles) and a portion of one lateral (approximately 12 miles). The Area of Potential Effects (APE) includes the 300-foot-wide survey corridor that will encompass the construction zone and the permanent pipeline right-of-way for the proposed pipeline, the footprints for access roads and other facilities associated with the Project, and areas of potential indirect (visual) effects that lie within line of sight of proposed aboveground facilities and landscape changes due to clearing of vegetation or other impacts associated with construction. The Federal Energy Regulatory Commission is the lead federal agency, and work is being conducted pursuant to the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended.

The current document contains results associated with the survey of a marshalling yard in Halifax County recently added as a result of route changes. One historic resource was examined during the field survey work documented in this report. ERM recommends that this resource is not eligible for the National Register of Historic Places.

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INTRODUCTION

This report presents the results that were achieved during Phase I historic architectural surveys conducted in association with the Atlantic Coast Pipeline, LLC (Atlantic) Atlantic Coast Pipeline (ACP) project (Project). Dominion Energy Transmission, Inc. proposes to build and operate approximately 600 miles of natural gas transmission pipeline and associated laterals on behalf of Atlantic, which is a company consisting of subsidiaries of Dominion Energy Inc., Duke Energy, Piedmont Natural Gas, and Southern Company Gas. The pipeline system extends from West Virginia to southern North Carolina, and the Project will also include access roads, meter stations, compressor stations, and other above-ground facilities. This document presents findings related to the segment of the pipeline corridor in North Carolina, which is approximately 198 miles long. It traverses Northampton, Halifax, Nash, Wilson, Johnston, Sampson, Cumberland, and Robeson counties and includes the trunk line (approximately 186 miles) and a portion of one lateral (approximately 12 miles) (Figure 1). The Area of Potential Effects (APE) includes the 300-foot-wide survey corridor that will encompass the construction zone and the permanent pipeline right-of-way for the proposed pipeline, the footprints for access roads and other facilities associated with the Project, and areas of potential indirect (visual) effects that lie within line of sight of proposed aboveground facilities and landscape changes due to clearing of vegetation or other impacts associated with construction.

The Federal Energy Regulatory Commission (FERC) is the lead federal agency, and work was conducted pursuant to the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470). Section 106 requires federal agencies to take into account the effects of their undertakings (including the issuance of Certificates) on properties listed in or eligible for listing in the National Register of Historic Places (NRHP). Dominion Energy Transmission, Inc., as a non-federal party, is assisting FERC in meeting its obligations under Section 106 by preparing the necessary information, analyses, and recommendations as authorized by 36 C.F.R. § 800.2(a)(3). Environmental Resources Management (ERM) is conducting Phase I historic architectural investigations to gather information on historic properties that could be affected by the Project in support of the Section 106 consultation process.

Dovetail Cultural Resource Group (Dovetail) conducted initial portions of the historic architectural surveys for this Project (Sandbeck et al. 2016; Staton and Brooks 2016). ERM conducted further architectural surveys for this Project (Tucker-Laird et al. 2016, 2017; Voisin George et al. 2016, 2017). ERM also prepared a supplemental report that summarizes findings from previous survey work and provided assessment of effects discussions for all of those resources in the APE for the final Project alignment that are eligible for the NRHP.

The current document contains results associated with the survey of a marshalling yard in Halifax County that was recently added to the Project (Figure 2). One historic resource (HX1598) was examined during the field survey work documented in this report. ERM recommends that this resource is not eligible for the NRHP. No further cultural resources work is recommended with respect to this resource.

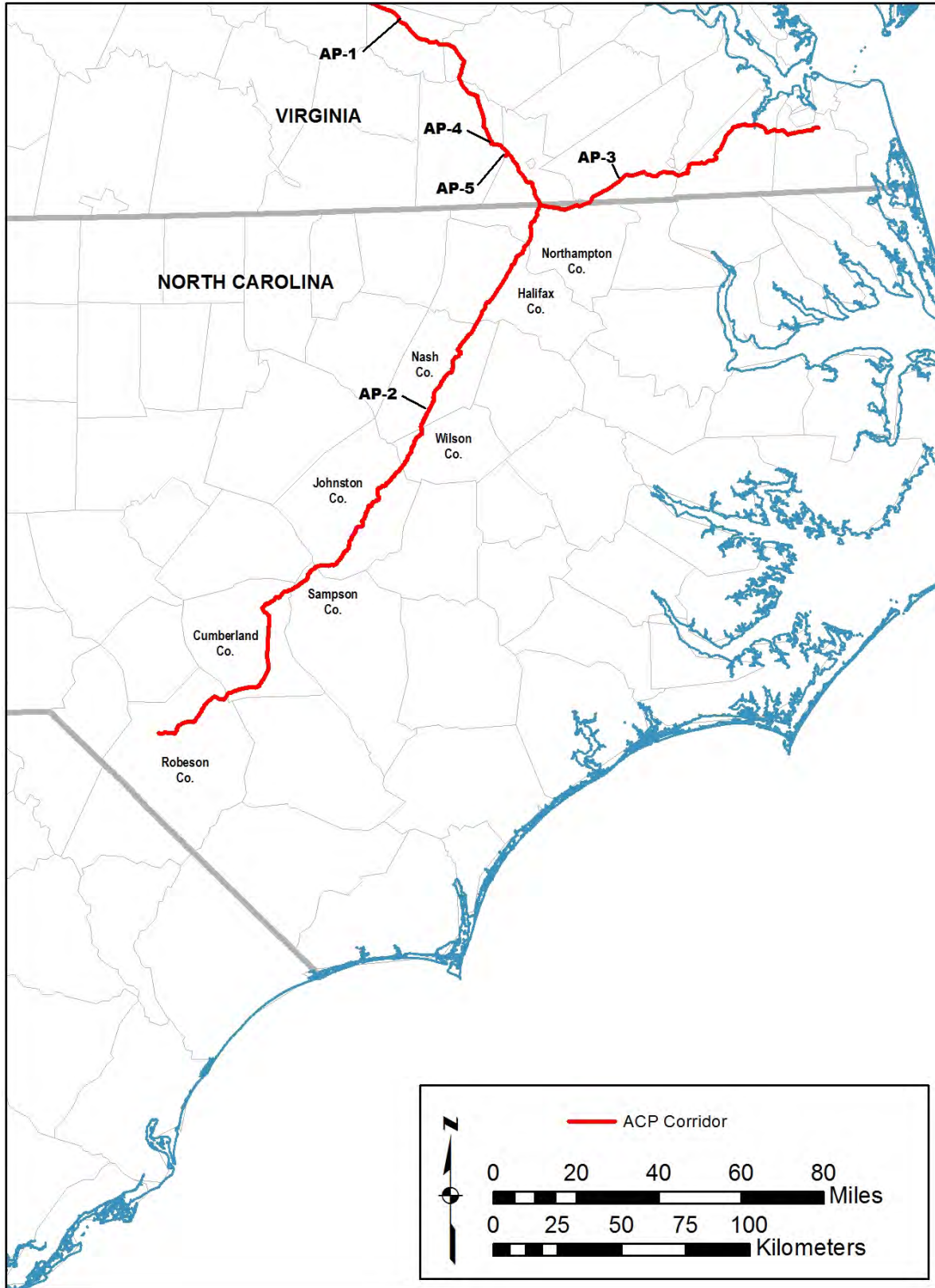


Figure 1. General Overview of the Project Corridor.

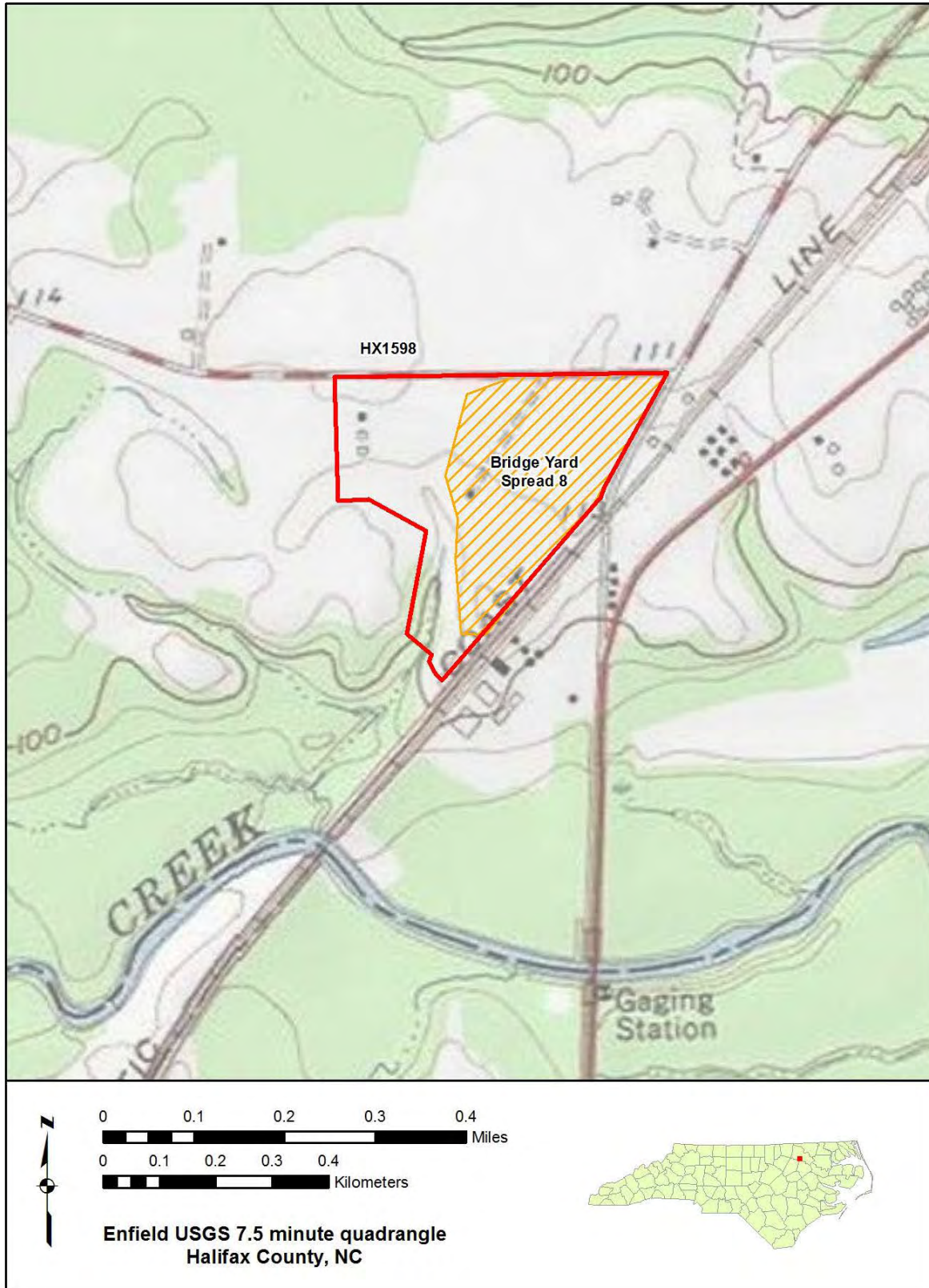


Figure 2. Location of survey area and identified resource.

METHODS

BACKGROUND RESEARCH

Before field investigations for historic resources were initiated, a file search was conducted for previously identified historic resources, along with information on properties listed in or nominated to the NRHP, within a 0.5-mile buffer of the proposed Project corridor. ERM collected information on resources maintained by the North Carolina State Historic Preservation Office (HPO). The purpose of the search was to identify resources that might be located within the APE, and to anticipate the types of resources likely to be encountered in the region.

FIELD SURVEY METHODS

An APE is defined as “the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist” (36 C.F.R. § 800.16[d]). The APE for the current Project includes possible areas of direct construction effects within a 300-foot corridor encompassing the centerline of the proposed pipeline, as well as within the footprint of the associated pipeline facilities. The APE also includes areas of potential visual effects on identified historic structures from changes to the setting created by construction of new facilities, clearing of vegetation, and/or other modifications to the landscape. Thus, the APE extends into areas surrounding the Project containing historic resources within line-of-sight of changes that will derive from the proposed undertaking.

The current field effort covered the APE for a tract in Halifax County, which was recently added to the Project. ERM architectural historians surveyed the tract and the surrounded area for historic properties determined to be 50 years or older. The one resource identified was photographed and marked on the applicable USGS quadrangle map. Digital photographs were taken to record the structure’s overall appearance and details. A sketch map was drawn depicting the relationship of dwelling to outbuildings and associated landscape features. Additional information on the structure’s appearance and integrity were recorded to assist in making recommendations of NRHP eligibility.

The resource identified in the current field effort was reported to the HPO. A Survey Site Number (SSN) was obtained, and shapefile and database information provided.

NRHP EVALUATION

Sufficient information was collected to make recommendations for the identified historic resource regarding eligibility for listing on the NRHP. According to 36 C.F.R. § 60.4 (Andrus and Shrimpton 2002), cultural resources eligible for listing on the NRHP are defined as buildings, structures, objects, sites, and districts that have “integrity” and that meet one or more of the criteria outlined below. Criterion D is typically relevant to archaeological sites.

Criterion A (Event). Association with one or more events that have made a significant contribution to the broad patterns of national, state, or local history.

Criterion B (Person). Association with the lives of persons significant in the past.

Criterion C (Design/Construction). Embodiment of distinctive characteristics of a type, period, or method of construction; or representation of the work of a master; or possession of high artistic values; or representation of a significant and distinguishable entity whose components may lack individual distinction.

Criterion D (Information Potential). Properties that yield, or are likely to yield, information important in prehistory or history. Criterion D is most often (but not exclusively) associated with archaeological resources. To be considered eligible under Criterion D, sites must be associated with specific or general patterns in the development of the region. Therefore, sites become significant when they are seen within the larger framework of local or regional development.

“Integrity” is perhaps the paramount qualification of NRHP eligibility, and can be related to any or all of the following (Andrus and Shrimpton 2002):

Location: the place where the historic property (or properties) was/were constructed or where the historic event(s) occurred;

Design: the combination of elements that create the form, plan, space, structure, and style of a property (or properties);

Setting: the physical environment of the historic property (or properties);

Materials: the physical elements that were combined to create the property (or properties) during the associated period of significance;

Workmanship: the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory;

Feeling: the property’s (or properties’) expression of the aesthetic or historic sense of the period of significance; and

Association: the direct link between the important historic event(s) or person(s) and the historic property (or properties).

Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the NRHP (Andrus and Shrimpton 2002). However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- Consideration A: A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- Consideration B: A building or structure removed from its original location, but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or

- Consideration C: A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life; or
- Consideration D: A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- Consideration E: A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- Consideration F: A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- Consideration G: A property achieving significance within the past 50 years if it is of exceptional importance.

HISTORIC CONTEXT

The Project traverses North Carolina's inner Coastal Plain from the Virginia state line nearly to the border with South Carolina. The resource surveyed for the current report is located near Enfield in Halifax County. The area is characterized by dissected, nearly level plains and sandy soils that historically have been utilized for timber, crops, and grazing (Sink 1983). Cotton and tobacco were the predominant crops historically. Soybeans, cotton, tobacco, and corn were the most common crops as of 2012 (U.S. Department of Agriculture [USDA] 2014). Although about half of the land in the county is in farms, most residents are no longer actively involved in agriculture.

The major historical developments of eastern North Carolina have been presented in previous reports for this Project (Sandbeck et al. 2016; Staton and Brooks 2016; Tucker-Laird et al. 2016, Voisin George et al. 2016, 2017). A summary of historical development in the vicinity of the property surveyed for this report is presented here.

HISTORICAL DEVELOPMENT OF HALIFAX COUNTY

Before the arrival of European colonists, this part of eastern North Carolina was part of the hunting grounds of the Tuscarora, an American Indian tribe related to the Iroquois. After the 1711–1715 Tuscarora War, nearly all of the Tuscarora left the area, most of them moving to upstate New York (Lefler and Newsome 1973:66). The future Halifax County was part of the Granville District, colonial territory held by the last of the Lords Proprietor, John Carteret, Lord Granville; this district would remain until the Revolutionary War.

The Roanoke River provided a route for traders and early settlers into what is now Halifax County (Martin 2015). Euro-American settlement in the Roanoke River Valley began early in the eighteenth century, with land grants being made to colonists moving south from Virginia into the Northampton area as early as 1706 to work the area's fertile bottomlands. A system of plantation agriculture developed as planters used enslaved labor to cultivate wheat, corn, peas, and tobacco, as well as apples and peaches for brandy. Timber and forest products from North Carolina's pine forests including shingles, planks, barrel staves and heads were produced, as were the commodities of turpentine, tar, and pitch used by the Royal Navy (Griffin 1976; North Carolina Department of Cultural Resources [NCDCCR] 2014; Powell 1988:42–43). From about 1720 to 1870, North Carolina led the world in the production of naval stores (Lefler and Newsome 1973:97).

Euro-American settlers to what is now Halifax County created a trading post at the Roanoke River at Roanoke Rapids, which is located at the Fall Line between North Carolina's Piedmont and Coastal Plain. Roanoke Rapids was at the head of river navigation until the nineteenth century (NCDCCR 2014; Srikanth 2015). A few miles below the rapids, a settler named Daniel Weldon purchased a large tract for his home and orchard in 1752, with the settlement that grew up around it being named Weldon (Butchko 1996). Even farther downstream, Scottish immigrants had settled on a bend of the river in 1722, giving the name to the community of Scottish Neck, but they were soon after displaced by a flood. English settlers remained in the area and planted tobacco, corn, and wheat, and raised cattle and sheep. A post office was established in 1797; however, the town of Scotland Neck was not established until 1867 (Grill 1924; Lambe 2008). Halifax County was formed out of the northern portion of Edgecombe County in 1758, with the town of Halifax established as the county seat in 1760.

North Carolina's Fourth Provincial Congress met in Halifax in April and May 1776. This assembly produced the Halifax Resolves, which it sent with North Carolina's delegates to the Second Continental Congress, empowering them to concur with delegates from the other colonies in declaring independence and establishing foreign alliances. Although North Carolina made the first formal provincial endorsement for separation with the Halifax Resolves, it was presented to the Continental Congress on the same day the Virginia delegates presented their resolves (Powell 1988:64–65). The Fifth Provincial Congress assembled in Halifax later that year to draft and approve North Carolina's first state constitution and appoint its first non-royal governor (North Carolina History Project 2015).

Although support for Independence was strong in Halifax County, many Scots who had settled in the region had taken an oath to never again oppose the British crown, and these Scottish settlers were Loyalists during the American Revolution (Powell 1988:39). After the defeat of a force of Highland Scots at Moore's Creek Bridge in 1776, Loyalist support diminished, with many of the former Scots Loyalists taking an oath of allegiance to the new government in 1778. One of the Loyalist leaders, Donald MacDonald, was imprisoned in Halifax after the battle (Clifton 1991; Johnson 2015),

Until the new state capitol in Raleigh was completed in 1794, Halifax continued to be the political center of North Carolina, as well as the shipping center for wheat and meat and the distribution point for merchandise brought up the Roanoke River from coastal ports (Allen 1918:78). Planters and merchants built fine homes in Halifax, and its society was considered among the most cultured in the state (North Carolina History Project 2015). During his 1791 presidential tour of the Southern states, George Washington visited Halifax and noted the principal products of the surrounding area as tobacco and pork with some cultivation of corn, wheat, oats, cotton and flax (Allen 1918:66–67). The population of the county at the first federal census in 1790 was just under 14,000 inhabitants. Of these, nearly half (46.6 percent) were slaves (U.S. Census Bureau 1908).

Following the development of the cotton gin in 1793, cotton replaced tobacco and indigo as the South's main cash crop (Hatfield 2014). The Panic of 1819, the U.S.'s first economic crisis, caused a decline in cotton prices in North Carolina and the rest of the country. The price of cotton fell by 50 percent, land values dropped 20 percent, and a poor harvest extended the resulting depression (Powell 1988:105). In addition, North Carolina cotton began feeling the impact of competition from new cotton fields in the Gulf Coast states. Poor transportation options exacerbated these problems. Few navigable rivers and little road building placed the state and its residents at a serious disadvantage, as most exports went through Charleston or Norfolk (North Carolina Business History 2007).

The first railroad company in North Carolina, the Wilmington & Raleigh (with a station at Weldon), was founded in 1833, followed by the Raleigh & Gaston Railroad in 1835 (Norris and Watson 2006). Another line, the Portsmouth & Roanoke Railroad, was chartered by the Commonwealth of Virginia as the Petersburg Railroad in 1830 and opened in 1833, connecting Blakely (a few miles downriver from Weldon) via Garysburg, North Carolina, to Virginia's Hampton Roads. It was used for much of North Carolina's shipping prior to the Civil War; in 1846 it was re-named the Seaboard & Roanoke when it was purchased by the Virginia Board of Public Works. The Portsmouth and Roanoke Railroad built the first bridge across the Roanoke River into Weldon in 1837 (Bright 2015; Lewis 2007). The North Carolina Railroad Company, chartered in 1849, built a rail line that connected with the Wilmington and Weldon Railroad and ran between Raleigh, Greensboro, and Charlotte (Horn 2004; Lassiter and Lassiter 2004:75;

Powell 1988:119). With the railroads' construction, Weldon became an important trade center, and the towns along the rail lines grew rapidly, becoming known as the Piedmont Crescent (Johnson and Dickerson 2000:28; Powell 1988:119). Halifax County, which had remained a county of just under 14,000 residents until after 1810, saw its population increase to over 17,000 in 1820, where it remained until just prior to the Civil War.

Despite the stimulus brought by the railroads, many of the region's dominant planters and legislators continued to resist public investment in internal improvements. With competition from other ports and manufacturing centers exacerbating the state's problems with trade and transportation, the economy stagnated, ports often stood empty of ships, and in the 1820s and 1830s, promising new plantation lands in Alabama and Mississippi drew thousands of eastern North Carolina residents westward (Bishir and Southern 1996:15). Also in this period, the sluggish economy led to the sale of thousands of slaves to the Cotton Belt (Crow et al. 2006). The slave population of Halifax County decreased slightly between 1830 and 1850, but the percentage of slaves in the total population remained steady at about 55 percent. Halifax County also had a high percentage of free blacks in the population, representing more than 10 percent of the total after 1830 and peaking at 12.6 percent on the eve of the Civil War (Walker 1872). In 1850, the county reported 34,875 pounds of tobacco produced, along with 1,710 bales of cotton, ranking it 13th and 11th in the state respectively (DeBow 1853). Production exploded in the 10 years prior to the Civil War. In 1860 the county was second in the state in cotton production (over 10,400 bales) and ninth in tobacco production (over 845,000 pounds) (Kennedy 1864).

Dependent on slave labor for its plantation economy and fearful of an uprising of the numerically strong African-American population, the residents of Halifax County generally supported the Confederacy in the Civil War, once it became clear that compromise was no longer feasible. Confederate training camps were located near Weldon in Halifax County (Branch and Davis 2006). Weldon was a transportation hub during the war, with the Raleigh and Gaston, the Seaboard and Roanoke, the Petersburg, and the Wilmington and Weldon Railroad (the longest railroad in the world at that time and known as the "Lifeline of the Confederacy" for its role in transporting supplies from the ports at Wilmington), serving as the main arteries for the transportation of both Confederate troops and provisions from the South to Richmond and the Army of Northern Virginia (Branch and Davis 2006; Johnson and Dickerson 2000:28). Weldon was also the site of a small wooden Methodist chapel that was outfitted as Wayside Hospital #9 from 1861–1862, with a mass grave site nearby (Halifax County Convention and Visitors Bureau 2015).

President Lincoln ordered a blockade of all southern ports to prevent the export of cotton and the smuggling of war materiel into the Confederacy. In order to completely control the waters of northeastern North Carolina, the Union organized the Burnside Expedition. A joint army-navy operation, the Burnside Expedition lasted from late January through late April 1862 and resulted in the occupation of much of eastern North Carolina as a base of future operations (North Carolina Historic Sites 2015a).

Disruption of the rail lines was the goal of many Union raids in North Carolina. While there were numerous small skirmishes in eastern North Carolina during 1862 and 1863, no major Union military assaults took place until the end of 1864 (North Carolina Historic Sites 2015b). General William T. Sherman led his forces through Wilmington and Fayetteville, with Union scouts skirmishing with Confederates as the Union forces advanced. The Union forces continued northeast, destroying railroad trestles and depots, mills, and factories, before reaching

Bentonville in Johnston County, where the largest battle fought in the state occurred on March 19–21, 1865, as General Joseph E. Johnston, commanding all Confederate forces in North Carolina, faced General William J. Hardee's Corps (North Carolina Historic Sites 2015c; Smith 2011:84). The Confederates retreated, and General Sherman did not pursue them. Major military hostilities ceased once General Robert E. Lee's surrender became widely known (North Carolina Historic Sites 2015c).

Although Halifax County had not experienced significant damage from military actions during the war, resources and facilities had been damaged or destroyed, currency issued by the Confederacy was worthless, there were few sources for credit, and agricultural production could no longer depend on the former enslaved workforce (North Carolina Historic Sites 2015d). Families had lost fathers and sons and were reduced to poverty, and emancipated slaves lacked opportunities for employment. A tenant farming system developed, redefining agricultural practices and transforming the landscape (Bishir and Southern 1996:33). After the Civil War, eastern North Carolina remained overwhelmingly agricultural, and as late as the mid-twentieth century, most people in the region lived on farms. However, farming in the region shifted away from the old diversity of crops toward a single cash crop—first cotton and then tobacco (Bishir and Southern 1996:35).

By late 1865, cotton had again become one of North Carolina's principal crops, and it remained the state's number one cash crop until 1920, when tobacco overtook it (Mattson 1987:51). In Halifax County, which ranked high in both cotton and tobacco production before the war, cotton pushed out tobacco. By 1879, over 43,000 acres were planted in cotton, producing 16,661 bales. Tobacco was only planted on 21 acres that year (U.S. Census Bureau 1883). While nearby Wilson County emerged as the self-proclaimed "world's greatest tobacco market" in the early twentieth century, in Halifax County, cotton remained king. In 1925, Halifax County farmers produced 30,379 bales of cotton on over 64,900 acres, while less than 2,500 acres were planted in tobacco. Peanuts were also a major crop, and the county ranked fourth in the state in peanut production in 1920 (Taves et al. 2010; U.S. Census 1927).

Northern capitalists invested heavily in textile mills and other industries in the South during the last quarter of the nineteenth century, renovating older mills and constructing new ones, primarily in the North Carolina Piedmont (Ready 2005:261; Powell 1988:165). In Halifax County, Roanoke Rapids Mill Village was established in 1893 (Bishir and Southern 1996:46), followed by Halifax Paper Company, Rosemary Manufacturing, and Patterson Mills (Taves et al. 2010). In Scotland Neck, primarily an agricultural center, the Halifax County Hosiery Mill opened in 1890. It was the oldest continuously operating mill in the country when it closed in 1996 (Lambe 2008).

While the population of Halifax County reached over 50,000 by 1930, it remained overwhelmingly rural. Nearly 94 percent of the population consisted of rural residents, and about two-thirds of those lived on farms. A few compact villages and bustling mill towns existed in Halifax County, but life for most Halifax County residents revolved around the farm. About 12 percent of the county's workers were employed in cotton mills, with construction, wholesale trade, and the timber industry also accounting for a large number of jobs. Enfield Township was the county's most populated, with over 8,900 residents, about 72 percent of them African-American (U.S. Census Bureau 1932).

Halifax County farmers were hit hard by the Great Depression. Many of the county's farms were small and inefficient, with most operated by tenants who were falling further into debt under the

crop-lien system. Average farm size in the county fell from 132 acres in 1880 to 68.1 in 1930, and 70 percent of all farmer operators were tenants. These tenants were overwhelmingly African-American. Less than 20 percent were white (Ready 2005:324; Taves et al. 2010; U.S. Census Bureau 1932). The federal government's Agricultural Adjustment Administration (AAA), a crop control program which essentially paid farmers a modest amount to grow less tobacco, enabled tobacco prices and farm income to rise. However, reduced production meant that fewer tenant farmers and sharecroppers were needed to raise the crop; their ironic displacement by the AAA increased the economic problems of the 1930s. Driven from their land, some farmers moved to cities, and there, many survived on government relief. Of the federal government's programs, the Civilian Conservation Corps (CCC), which provided employment to young men, enjoyed the greatest public support in the state (Abrams 2015).

The need for soldiers and factory workers during World War II, combined with a decreased need for farm labor as a result of mechanization, drew many rural residents away from the farm. Halifax County continued to grow during the post-war period due to the commercial and industrial center at Roanoke Rapids, as well as the construction of a U.S. Air Force Station in 1955. The population of the county peaked in 1960 at just under 59,000, and stood at 54,691 in 2010 (Forstall 1996; Taves et al. 2010; U.S. Census Bureau 2017).

As a result of the Federal-Aid Highway Act of 1956, a national system of highways was constructed in the 1960s and 1970s. Work began in 1956 on Interstate 95 (I-95) around Lumberton in Robeson County, following the path of U.S. Route 301 at the transition between North Carolina's Piedmont and Coastal Plain. When it was completed through Halifax County in 1967, it divided the uplands in the western part of the county from the coastal plain on the east. As a major artery for traffic along the East Coast, rapid development took place at the communities and interchanges along the route. I-95 lies about 5.5 miles west of the area surveyed for the current investigation (Taves et al. 2010; Wood 2015).

Agriculture became more industrialized after World War II, with farm size rising as smaller farms were consolidated into large operations that required investments in expensive equipment, supplies, and support facilities. Currently, only 1.1 percent of Halifax County workers are employed in farming and fishing. A shift to a more service oriented economy resulted in the rise of commercial strip development and suburban neighborhoods around the larger towns in the county. Roanoke Rapids Lake and Lake Gaston were constructed in 1955 and 1960, respectively, to produce hydroelectric power for the region, but also attracted vacationers and retirees. Today, the three largest categories of employment are production, administration, and sales, accounting together for over a third of all occupations (Data USA 2017; Dominion 2015; Taves et al. 2010).

RESULTS

This chapter presents the findings for the current survey effort, which resulted in one identified resource in the Project's APE.

PREVIOUSLY RECORDED RESOURCES IN THE VICINITY OF THE PROJECT

ERM collected information on known historic resources within 0.5 miles of the Project. No resources had been identified prior to the surveys conducted for the ACP Project in the vicinity of the current survey area.

NEW SURVEY FINDINGS

One resource, HX1598, was surveyed during the current field effort. The resource consists of seven buildings located on a former lumber yard property. Four of the buildings were associated with the lumber operation, while three others appear to have been part of an earlier farm. This resource is not recommended eligible for listing on the NRHP.

HX1598

HX1598 is a 42-acre industrial lumber resource located in a marshalling yard associated with the Project (see Figure 2; Figure 3). The property is located on the south side of Low Ground Road and to the west of South Dennis Street. The Atlantic Coast Line railroad lies to the southeast, making HX1598 a prime location for a commercial operation. The land encompasses numerous industrial buildings on leveled land and its western and southwestern portion is forested to the property boundary. Vegetation gradually increases moving west of the eastern property line. The immediate setting of the buildings lacks greenery and visual appeal due to the industrial nature of resource. Gravel roads connect the property to the main roadway of both Low Ground Road and South Dennis Street, and continue to connect buildings and industrial areas within the property.

There are seven structures associated with HX1598. Historic map research (notably focusing on a 1961 topographic map), information from the county tax assessor's website, and architectural details were used to estimate the dates of construction for the buildings (Halifax County Tax Assessor, USGS 1961). Structure 1 is a ca. 1960, one-and-a-half story, cross-gabled, vernacular-style house located on the far northeastern corner of the property (Figure 4). The foundation is running bond brick, walls are clad with clapboard siding and the structure has an asphalt shingle roof with wooden returns on the gable ends. There is one interior chimney of running bond brick on the southwest elevation. The primary entrance is off a porch centered on the southwest (front) elevation, which spans three of the five bays. The porch has a continuous brick foundation, consistent with the main dwelling's foundation, which was most likely part of the original design of the house. It has wood plank flooring with a shed roof supported by four wood columns and 2 x 4 railing with four steps leading to the main door. The main door is a replacement 6-paneled wood door and the windows are most likely original twelve-over-twelve double-hung wood sash. These windows are seen on all elevations, interspersed with six-over-six windows on the northwest, northeast, and southeast elevations. One, one-over-one window is on the northeast elevation's half-story. Decorative wood louvered shutters are on all windows except on the half-story southeast and northwest elevations. Two separate small porches are located on the northeast elevation. The foundations have brick running bond foundations,

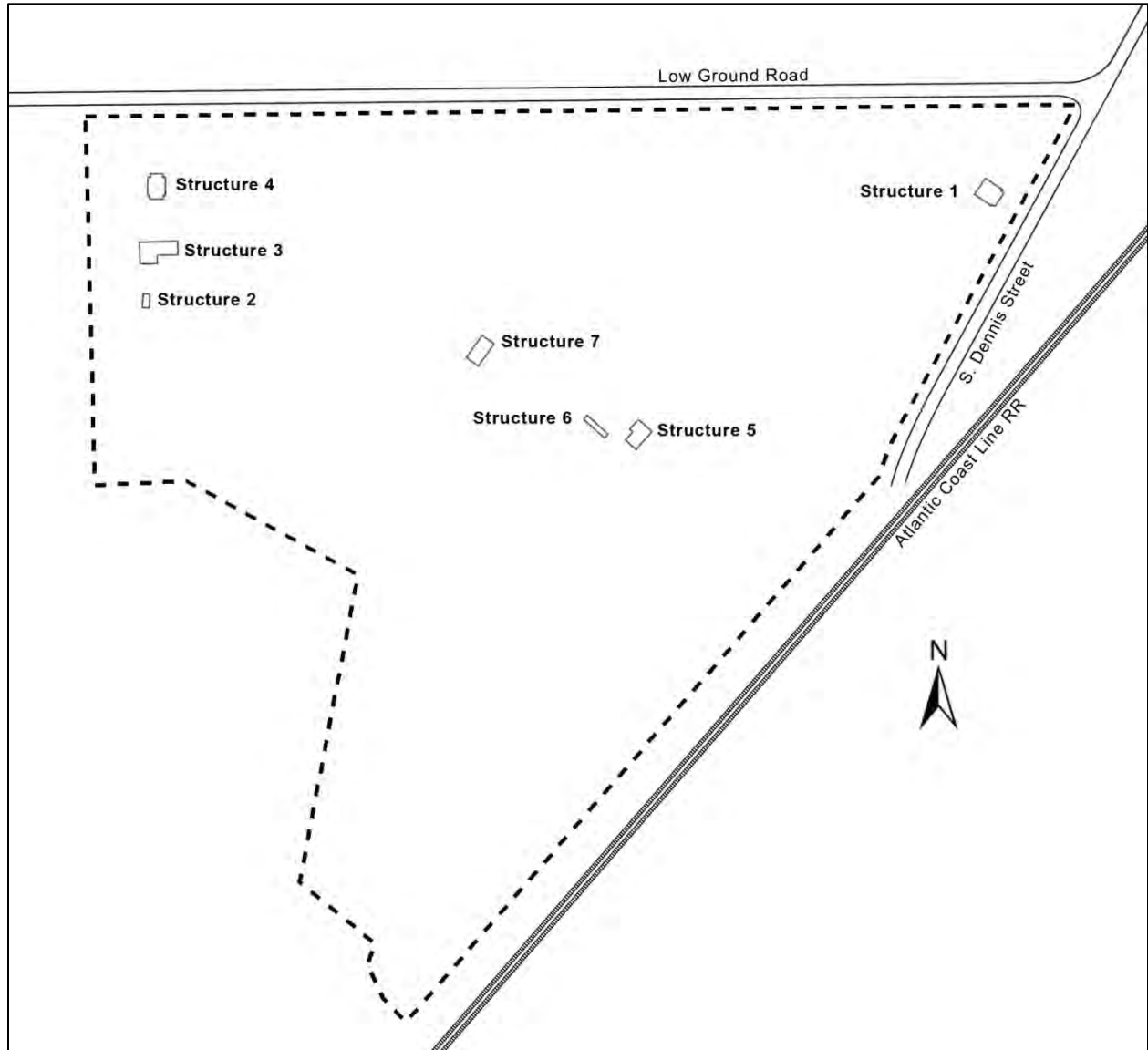


Figure 3. HX1598 sketch map.

consistent with the main dwelling foundation. These rear porches have poured concrete floors and shed roofs supported by two wood columns (Figure 5). The doors to both entrances are boarded and neither is visible.

Structures 2–4 are located in the far northwestern portion of the property and are surrounded by forest, affording privacy from the industrial complex. Structure 2 is a ca. 1960 building that is in ruins (Figure 6). The building is wood framed and was covered with rolled asphalt brick siding (Bricktex) covering horizontal wood planks with a gabled standing seam metal roof. Due to its dilapidated state, no other features were discernable. Structure 3 is a ca. 1960 two-story, five-bay barn with a concrete masonry unit (CMU) foundation. The gable with center peak roofed structure is covered with aluminum metal siding on all elevations, and has a standing seam



Figure 4. HX1598, Structure 1, facing southwest.



Figure 5. HX1598, Structure 1, facing southeast.



Figure 6. HX1598, Structure 2, facing south.



Figure 7. HX1598, Structure 3 facing south.

metal roof (Figure 7). The south elevation has 5 bays of doors on the first story and 3 bays of doors on the second story all constructed of vertical wood plank with strap hinges. One secondary entrance is located on the north elevation to the far northwest edge, and it is made of vertical wood plank. Structure 4 is a ca. 1960 front-gabled, one-story building with a CMU foundation and walls. The gabled portion of the south elevation is sided in clapboard, while the north elevation gable end has manufactured wood siding. The roof is clad in asphalt shingle roofing and features boxed eaves (Figures 8 and 9). The building has two porches, one each on the north and south elevations. The south elevation porch has a poured concrete floor and shed asphalt shingle roof supported by 4 metal posts. The north elevation has a front-gable, wood framed porch nearly spanning the building's elevation, with a poured concrete floor and an asphalt shingle roof supported by 4 metal posts. The gabled portion of the south elevation's porch is sided in horizontal manufactured wood matching the main building's gabled portion.

Structure 5 is ca 1990 building located approximately 780 feet southwest of Structure 1 and approximately 920 feet southeast of Structure 3 in the center of the industrial lot (Figure 10). The building is a wood framed, gabled ell with a shed addition on the southeast elevation. The foundation is poured concrete with tin siding on all elevations and a tin roof. The building is in poor condition and is missing the lower third of the exterior siding. Directly to the northwest, approximately 36 feet away, is Structure 6, which is a pole building, supported by 5 pairs of I-beams on a poured concrete foundation. The pole building is a long, linear building sided in aluminum with a shed roof (Figure 11). There are two access doors, one on the northwest elevation, and the other on the opposite southeast elevation. Structure 7 is a ca. 1990 wood framed outbuilding approximately 230 feet northwest of Structure 6 (Figure 12). This raised building has a poured concrete floor and a tin metal gabled low profile roof, which is supported by 12 wood posts and is open on its north elevation.

The 42-acre property containing HX1598 lies within a larger tract that was part of the Jennie B. Hunter estate. Gilmer's ca. 1864 map of eastern North Carolina shows three houses and the name "Mrs. Hunter" along the south side of Low Ground Road in the vicinity of HX1598 (State Road 1125) (Figure 13). Daniel's Church was located at the southwest corner of Low Ground Road and Dennis Street. The Jennie B. Hunter estate was divided about 1914, but a special proceeding was called in 1952 to re-divide the Hunter lands among numerous tenants in common of the Hunter family. The commissioner's report in that division, issued in 1953, allotted Tract C, containing 181 acres, to James B. Hunter (Halifax County Register of Deeds 1952–2004: Deed Book 620:217). This tract contains HX1598. A plat of the division shows the nature of the property in 1952 (Figure 14). Two dwellings are shown within the 42-acre property containing the resource. One is on Low Ground (Bellamy Mill) Road and is labelled "H. J." The other is marked "T. H." and is located near the Atlantic Coast Line Railroad. Neither of these appears to correspond to any of the buildings currently located on the property. The plat also indicates that the eastern portion of the property was primarily cleared, with a section of oak and gum woodland dividing the fields.

In 1959, James Hunter conveyed the 181-acre Tract C property to James P. Neville, Jr. (Halifax County Register of Deeds 1952–2004: Deed Book 641:491). In that deed, Hunter indicates that he does not warranty title "to the dwelling house located on the above described tract near the Atlantic Coast Line Railroad and across from the Georgia Pacific Lumber Company." This description corresponds to the dwelling labelled "T. H." on the 1952 plat (see Figure 14). The deed also refers to the framework for a "hot house" on the property, which was to be removed by the grantor. An aerial photograph taken in 1958 does not show any of the buildings identified during the architectural survey (NETROnline 2018).



Figure 8. HX1598, Structure 4, facing southwest.



Figure 9. HX1598, Structure 4, facing northwest.



Figure 10. HX1598, Structure 5, facing northeast.



Figure 11. HX1598, Structure 6, facing south.



Figure 12. HX1598, Structure 7, facing east.



Figure 13. Civil War era map showing the Hunter residences and Daniel's Church in the Project vicinity (Gilmer ca. 1864).

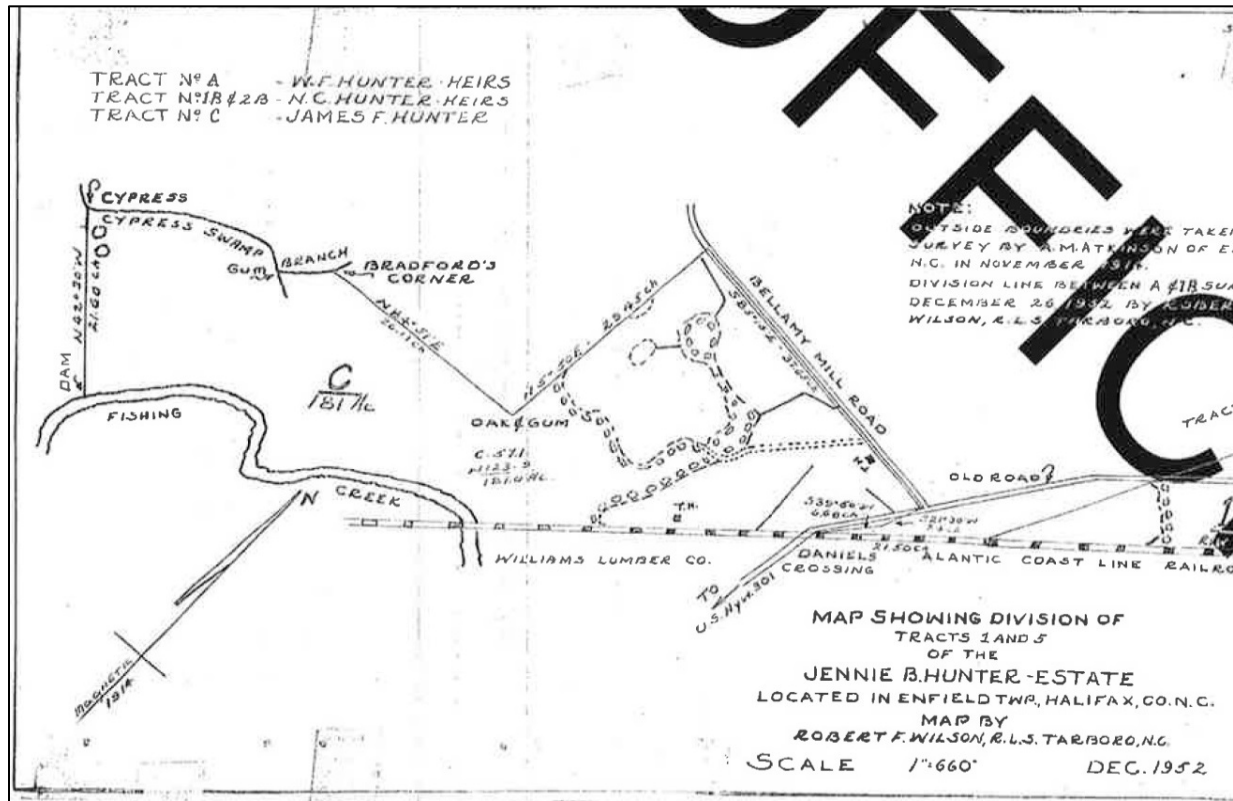


Figure 14. Portion of the plat showing Tract C of the division of the Hunter estate in 1952. Note: Bellamy Mill Road is now called Low Ground Road.

Neville, Jr. sold the property to his father the same year that he bought it (Halifax County Register of Deeds 1952–2004: Deed Book 650:117). The elder Neville appears to have used the property as farmland until 1977. A USGS map from 1961 (USGS 1961) shows a dwelling and two outbuildings in the western part of the tract that appear to correspond to Structures 2–4 identified during the field investigation (Figure 15). A second dwelling is shown about 800 feet south of Low Ground Road and 800 feet west of the railroad in the vicinity of Structure 5 identified during the survey. Both of the dwellings shown on the 1952 plat (see Figure 14) are gone by 1961.

J.P. Neville, Sr. and wife Carrie W. Neville sold Tract C of the Jennie Hunter estate, still containing 181 acres, to Georgia Pacific Corporation for \$270,000 in 1977 (Halifax County Register of Deeds 1952–2004: Deed Book 966:99). In a separate agreement, Neville reserved the use and possession of the northeastern 30 acres of cleared land bordering the railroad, Dennis Street, and State Road 1125 for agricultural purposes for the remainder of the year. The agreement also stipulates that Neville and his tenant would have use of all farm buildings located the property. This would appear to include the land where the lumber yard was later constructed, as well as Structures 2–4 in the western part of the tract (Halifax County Register of Deeds 1952–2004: Deed Book 966:107).

Georgia Pacific Corporation apparently had a lumber mill on the east side of the Atlantic Coast Line Railroad across from the Hunter estate property by 1952, when it is shown on the plat in the division of the estate (see Figure 14). They expanded their operations to the Hunter estate



Figure 15. Aerial view of the Allegheny Wood Products lumber mill in 2008.

property after 1977, constructing numerous warehouses and industrial buildings on the site. Structure 1 is an office that served the facility. It is dated to 1959 in the tax record, and although it is not shown on a 1961 topographic map, the map is based on aerial photography from 1954. Structures 5–7 also date to this period. Georgia Pacific sold the property to Allegheny Wood Products in 2004. The extent of the yard can be seen in a Google Earth aerial photograph from March 2008 (Figure 15).

By October of 2008, the site appears to have been abandoned, and one year later, Allegheny sold the property to Enfield Timber, LLC, and most of the buildings were dismantled. In 2013, Evelyn Timber & Mat LLC purchased the property from Enfield Timber LLC (Halifax County Tax Assessor 2017; Halifax County Register of Deeds 1952–2004: Deed Books 2045:241).

NRHP Assessment: Historic research carried out for this Project did not identify any significant events or persons involving this resource, and therefore ERM recommends HX1598 not eligible for the NRHP under Criterion A or Criterion B. HX1598 does not exhibit high artistic value as the work of a master, nor is it an outstanding example of a particular architectural style or building type. The majority of the buildings comprising HX1598 are less than 50 years in age, and ones which have met the 50-year requirement for NRHP consideration are in poor condition or have collapsed. Due to the neglect of buildings and the lack of significant setting and context connected to architectural significance, ERM recommends HX1598 as not eligible for the NRHP under Criterion C.

SUMMARY AND RECOMMENDATIONS

This report presents additional findings related to the ACP Project in Halifax County, North Carolina. For the work covered by this report, ERM surveyed and assessed one historic resource. ERM recommends that the resource, HX1598, is not eligible for listing on the NRHP. No further work is recommended regarding this resource.

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APPENDIX A – RESUME OF PRINCIPAL INVESTIGATOR

Emily Tucker-Laird

Staff Scientist



Ms. Tucker-Laird has ten-plus years of experience in cultural resources management, and is Secretary of the Interior Qualified as an architectural historian and archaeologist. Ms. Tucker-Laird has experience in the oil and gas, transportation, power, and telecommunications industries. Ms. Tucker-Laird has worked on projects in Alabama, Arkansas, Georgia, Illinois, Indiana, Louisiana, Maine, Mississippi, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, and Texas. These projects involved private sector clients, county and municipal governments, state agencies, and federal clients. Ms. Tucker-Laird has been involved in all aspects of project tasks. She has coordinated with clients, state, and federal agencies. She has conducted background research and field studies, written reports, and prepared relevant state and federal forms.

Registrations & Professional Affiliations

- Register of Professional Archaeologists (RPA)

Fields of Competence

- Phase I, II, and III Archaeological Field Investigations
- Architectural Resource Field Survey
- National Register of Historic Places eligibility evaluation
- Cemetery Delineation and Excavation
- Preparation of State Archaeological and Architectural Survey Forms
- Rural America and Vernacular Forms
- Industrial and Transportation Resources
- Compliance with state, and federal cultural resource regulations, including guidelines set forth by various State Historic Preservation Offices, the

National Historic Preservation Act and the National Environmental Policy Act

Education and Training

- M.A., Anthropology, Ball State University, 2013
- M.S., Historic Preservation, Ball State University, 2003
- B.S., Social Sciences, University of Pittsburgh, 1999

Certificates

- Federal Energy Regulatory Commission Environmental Review and Compliance for Natural Gas Facilities (FERC, February 25-27, 2014)
- Occupational Safety and Health Standards for the Construction Industry: OTI510 (GA Tech, April 8-12, 2013)
- Introduction to NEPA and Transportation Decision Making (web-based, National Highway Institute, January 7, 2013)
- NEPA Cumulative Effects Analysis and Documentation (The Shipley Group, August 30 and 31, 2012)
- Identification and Management of Traditional Cultural Places (National Preservation Institute, June 19 and 20, 2012)
- NEPA and the Transportation Decision Making Process (National Highway Institute, June 12-14, 2012)
- Section 4f: Compliance for Historic Properties (National Preservation Institute, December 8 and 9, 2011)
- Section 106: Principles and Practice (SRI Foundation, January 12 and 13, 2010)

Key Projects

With ERM

Telecommunications Client - Nationwide

Architectural Historian and Archaeologist for a nationwide NEPA Program Management Team serving a major national telecommunications carrier, provide QA/QC oversight on cultural resources submittals and client deliverables. Key tasks include assuring that all compliance submittals conform to regulatory requirements as well as meeting client standards, and assuring that required documentation of compliance is included in all client deliverables. This includes SHPO, tribal, local government, and public consultation under the National Historic Preservation Act and the National Environmental Policy Act.

Anadarko Petroleum Corporation - Wyoming, Colorado

2015: NEPA and Section 106 efforts to support 64 telecommunications projects within existing Wattenberg, CO facilities. Served as co-tribal consultant, researcher and report writer.

Representative Historical Architectural Studies with Other Companies

Architectural Historian for the HABS Level II documentation of selected resources of the Tennessee Valley Authority Muscle Shoals Reservation, Alabama. The architectural survey included a detailed survey of both the interior and exterior of 20 resources.

Architectural Historian for 55.18-miles of proposed transmission line in Burke, Jefferson, McDuffie, and Warren counties, GA. The architectural survey involved identifying all historic resources, both newly and previously recorded that could fall within the viewshed of the proposed project.

Architectural Historian during the Georgetown Historic District Survey, including fieldwork to record 900 resources within the National Register-listed historic district.

Architectural Historian for a conditions assessment of the 13-acre Linwood Cemetery in Macon, Georgia. Containing over 4,000 burials, this historic African-American Cemetery had succumbed to neglect over a period of decades.

Representative Archaeological Studies with Other Companies

Environmental Coordinator and TRC Health and Safety Lead, acting as a liaison between the crew, subcontractors, and client for this 80-mile long project in Illinois and Indiana.

Co-field director for the Phase III Spirit Hill Site excavations, in Alabama. The site included both formal burial areas and intensively used residential zones that were occupied during the Late Woodland and Mississippian periods.

Field director for the removal of 357 individuals from 362 graves at the Wells Cemetery in Tennessee. Duties included crew supervision and coordination, assuring that burials were removed with consistent methodology, photography, and organizing excavation notes. Following the field effort, created a burial database.

Selected Publications

2014 *Phase I Cultural Resource Survey for the Line 78 Project in Livingston, Grundy, Kankakee, Will, and Cook Counties, Illinois*. TRC Environmental Corporation. Report Submitted to Enbridge Energy, Limited Partnership (senior author with Price K. Laird, Jeffery L. Holland, Jessica Burr, and Larissa A. Thomas).

2012 *HABS Level II Documentation of 20 Historic Resources on the Tennessee Valley Authority Muscle Shoals Reservoir, Colbert County, Alabama*. TRC, Inc. Report Submitted to Tennessee Valley Authority (with Jeffery L. Holland, Jessica Burr, and Vincent Macek).

2007 *Phase I Cultural Resource Survey for the Monroe Gas Storage Project, Monroe County, Mississippi*. TRC, Inc. Report Submitted to Foothills Energy Ventures, LLC (senior author with Jeffrey L. Holland).