



**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

May 31, 2018

Richard Gangle  
Dominion Energy Group  
5000 Dominion Boulevard  
Glen Allen, VA 23060

Re: Phase I Historic Architecture Survey Report, Addendum 7, Atlantic Coast Pipeline,  
Multi County, ER 14-1475

Dear Mr. Gangle:

Thank you for your letter of May 3, 2018, transmitting the above-referenced report. We have reviewed the report and concur that the two resources, a circa 1920 tobacco barn (CD1480) in Cumberland County, and a circa 1920 dwelling with three associated tobacco barns (NS1955) in Nash County, are not eligible for listing in the National Register of Historic Places for the reasons outlined in the report.

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](mailto: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: Staci Rogge, Dominion Energy, [staci.l.rogge@dominionenergy.com](mailto:staci.l.rogge@dominionenergy.com)

Received: 05/21/2018  
State Historic Preservation Office

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



ER 14-1475

May 3, 2018

Renee Glendhill-Earley  
State Historic Preservation Office  
109 East Jones Street, Room 258  
Raleigh, North Carolina 27601

Due -- 6/13/18

**Subject: Section 106 Review – Phase I Historic Architecture Survey Report, Addendum 7  
Atlantic Coast Pipeline, LLC, Atlantic Coast Pipeline Project  
Project File No. Multi-County ER 14-1475**

s- letter  
KBH 5/29/18

Dear Ms. Glendhill-Earley:

Atlantic Coast Pipeline, LLC (Atlantic) is requesting review and concurrence on the enclosed addendum architecture survey report on investigations conducted for the proposed Atlantic Coast Pipeline (Project). The Federal Energy Regulatory Commission (FERC) is the lead Federal agency for the Project. Atlantic's consultant, ERM, conducted the survey and prepared the enclosed report to assist FERC in complying with 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 Staci Rogge at (804) 273-2906 or Staci.L.Rogge@dominionenergy.com, or by letter at:

Staci Rogge  
Dominion Energy Services, Inc.  
5000 Dominion Boulevard  
Glen Allen, Virginia 23060

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "R. Gangle", written over a faint circular stamp.

Richard Gangle  
Director Environmental Services

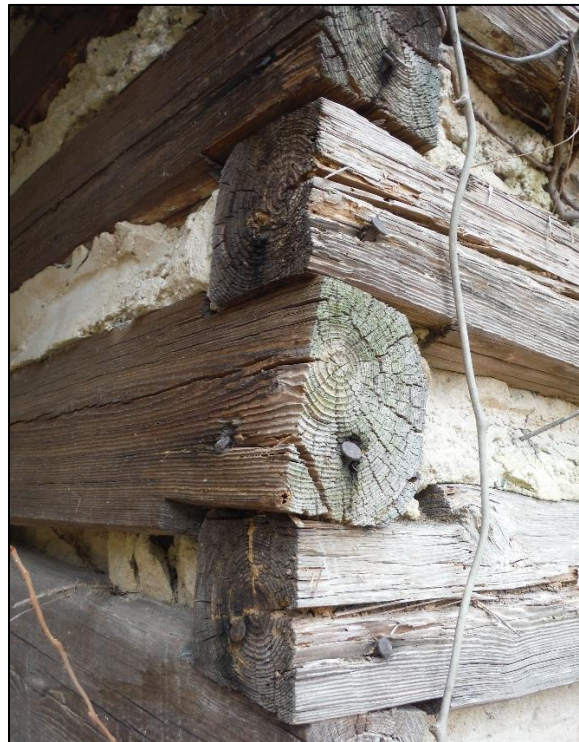
cc: Staci Rogge (Dominion Energy)  
Archie Lynch (Tribal Administrator, Haliwa-Saponi)  
John Eddins (Advisory Council on Historic Preservation)

Enclosure: **Phase I Historic Architecture Survey Report Addendum 7 and CD**



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

**North Carolina Addendum 7 Report**



Prepared by



May 2018

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

**North Carolina Addendum 7 Report**

**ER 14-1475**

***Draft***

Prepared for

Atlantic Coast Pipeline, LLC  
701 E. Cary Street,  
Richmond, VA 23219

Prepared by

ERM  
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Emily Tucker-Laird, Principal Investigator

Report prepared by

May Beth Derrick, Jeffrey L. Holland, and Emily Tucker-Laird

May 2018

## **ABSTRACT**

This report presents the results of a Phase I historic architectural survey conducted in association with the Atlantic Coast Pipeline, LLC (Atlantic) Atlantic Coast Pipeline (ACP) project (Project). Dominion Energy Transmission, Inc. will 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 survey results pertaining to previously unsurveyed resources in the APE that had not been visible from the public right-of-way. The two resources are a ca. 1920 tobacco barn (CD1480) in Cumberland County, and a ca. 1920 dwelling and three associated tobacco barns (NS1555) in Nash County. ERM recommends that both resources are not eligible for the National Register of Historic Places.

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## INTRODUCTION

This report presents the results of a Phase I historic architectural survey 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. Section 106 requires federal agencies to consider 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, 2018; Voisin George et al. 2016, 2017a). 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 (Voisin George et al. 2017b).

The current document contains survey results pertaining to previously unsurveyed resources in the APE that had not been visible from the public right-of-way. The two resources are a ca. 1920 tobacco barn (CD1480) in Cumberland County, and a ca. 1920 dwelling and three associated tobacco barns (NS1555) in Nash County. ERM recommends that both resources are not eligible for the National Register of Historic Places.



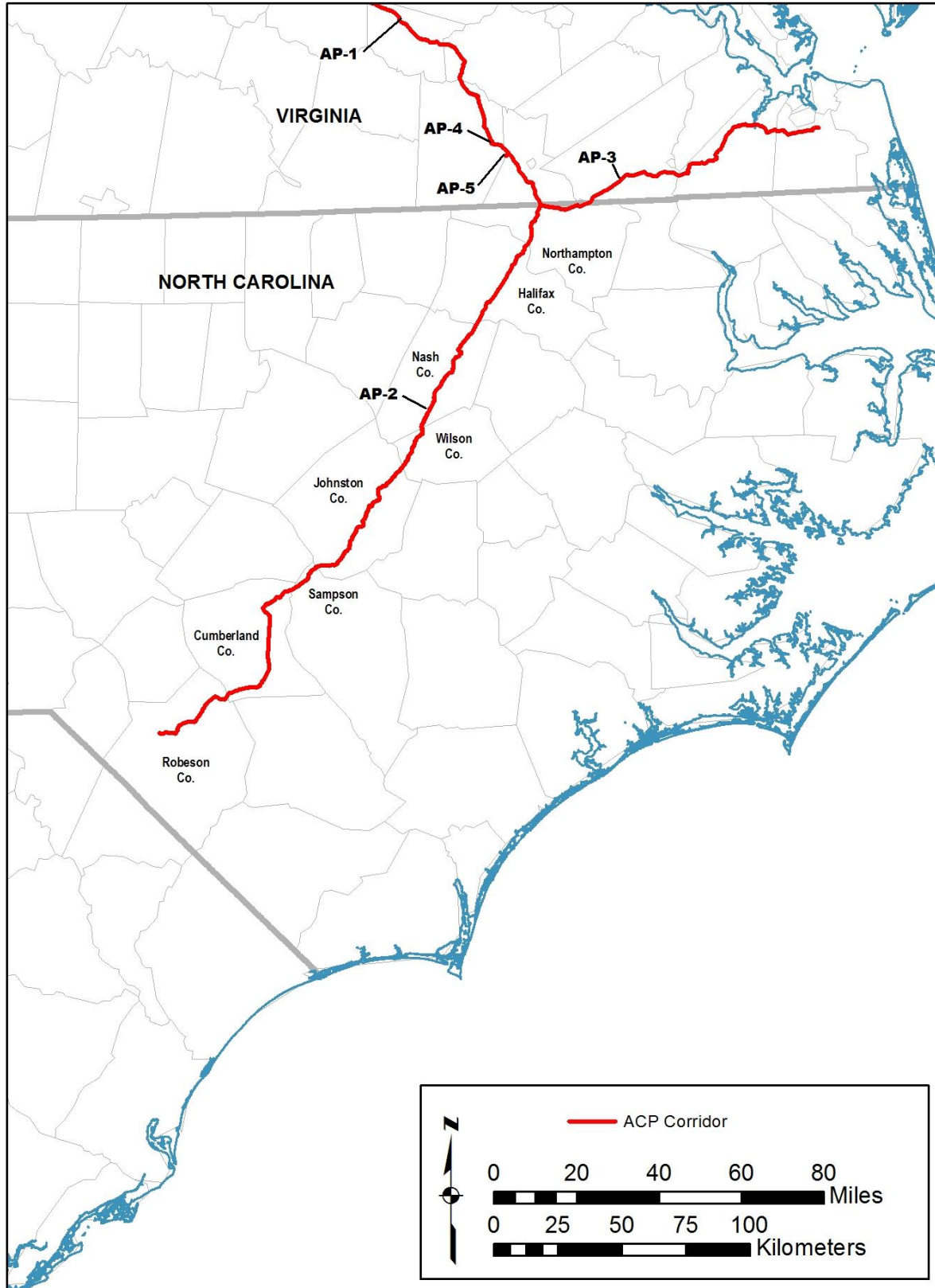


Figure 1. General overview of the Project corridor.

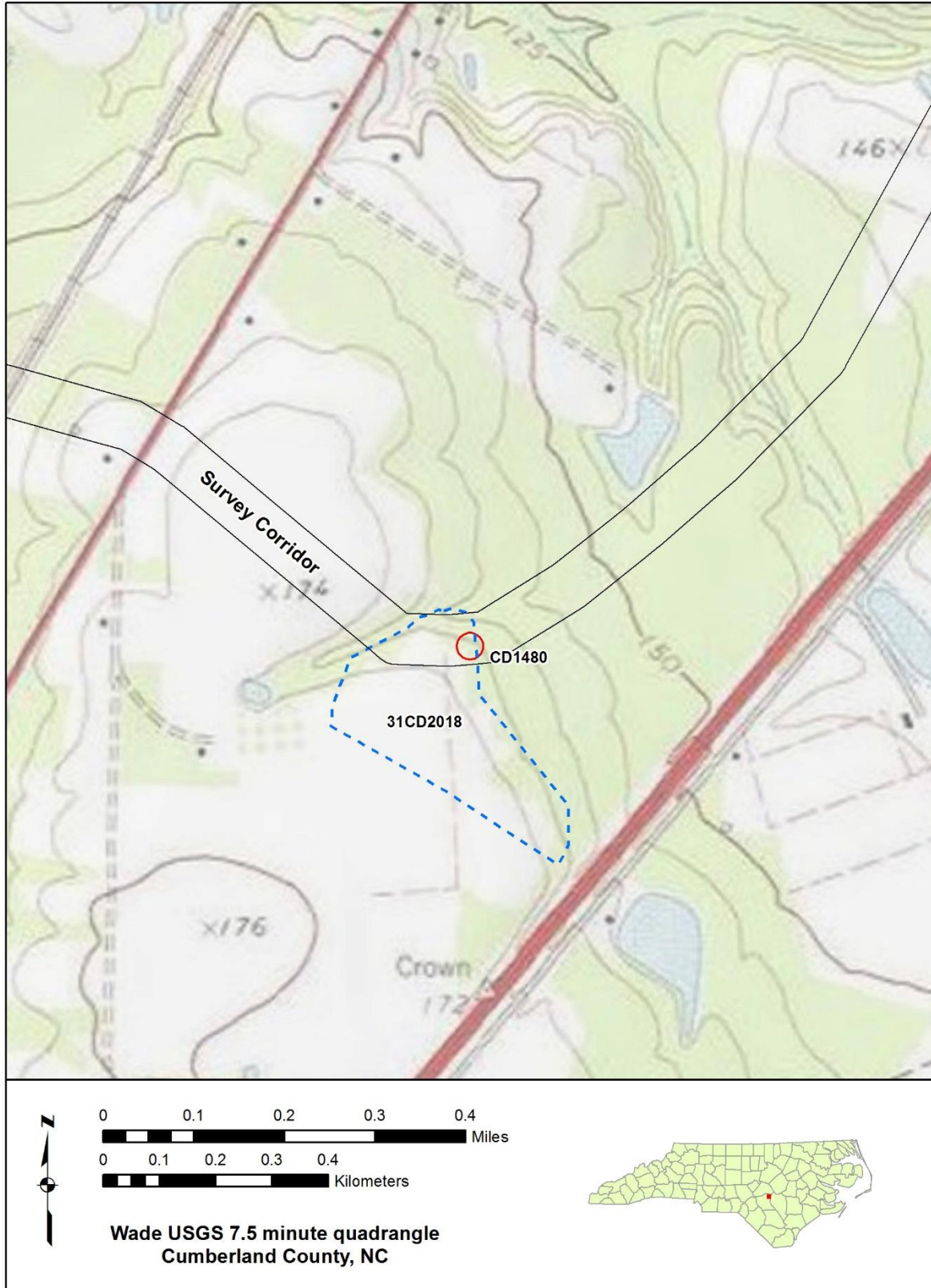


Figure 2. Location of survey corridor, CD1480, and archaeological site 31CD2018.

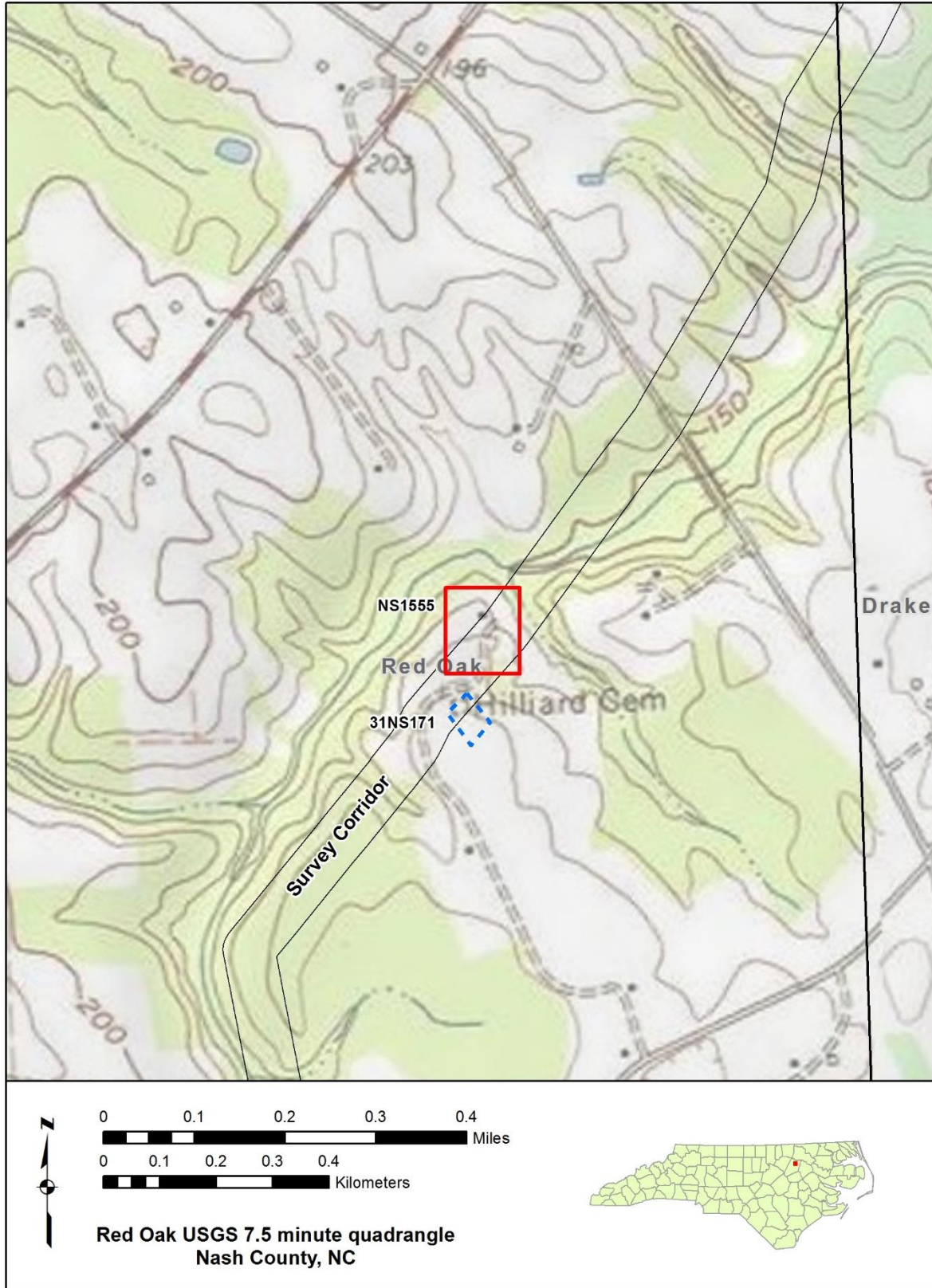


Figure 3. Location of survey corridor and NS1555 and archaeological site 31NS171.

## **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 two resources: one in Cumberland County and one in Nash County, both of which were previously unidentified. ERM architectural historians surveyed the resource and the surrounding area for historic properties determined to be 50 years or older. The two resources were photographed and marked on the applicable USGS quadrangle map. Digital photographs were taken to record the structures’ overall appearance and details. A sketch map was drawn depicting the relationship of the resources to any associated landscape features. Additional information on the structures’ appearance and integrity was recorded to assist in making recommendations of NRHP eligibility.

The resources identified in the current field effort were reported to the HPO. Survey Site Numbers (SSN) were 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 resources surveyed for the current report are located near Godwin in Cumberland County and Red Oak in Nash County. The area is characterized by dissected, nearly level plains and sandy soils that historically have been utilized for timber, crops, and grazing. 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 much of the land in both counties 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, 2017b). A summary of the historical development of Cumberland and Nash counties and the vicinity of the surveyed resources is presented here.

### **HISTORICAL DEVELOPMENT OF CUMBERLAND 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. English, Italian, and Spanish explorers visited North Carolina in the sixteenth century, and their presence disrupted the native cultures, but it was not until the second quarter of the seventeenth century that the English began to settle there. Eastern North Carolina was largely a province of squatters, runaways, and outlaws for decades before the Tuscarora were driven out in the Tuscarora War, which ended in 1715. Nearly all of the Tuscarora left the area, most of them moving to upstate New York (Lefler and Newsome 1973:66). In 1712, North and South Carolina were divided, and in 1719 the land in South Carolina—with more resources and more potential for taxation – became a royal colony under King George I. North Carolina also became a royal colony in 1729 (Powell 1988:35).

The area that is now Cumberland County was first settled in the late 1720s. These pioneers were joined by immigrants from the Argyll region of Scotland in the 1730s and another wave of Highland Scots following the defeat of the Scots at the Battle of Culloden Moor in 1746. The influx of settlers led to the creation of Cumberland County from Bladen County in 1754. The Scots were small farmers who raised livestock and planted corn and wheat. They established Presbyterian churches in the area, but were obligated to pay taxes to support the Anglican Church. The village of Cross Creek was established as a trading center on the Cape Fear River by 1756. It was located where a road toward settlements in the west intersected with a north-south road leading toward the older Albemarle settlements and the port at Wilmington. Saw mills, a grist mill, mercantile store, tanyard, and blacksmith’s smithy were established at Cross Creek by 1760 (Johnson 2016; Powell 1988:38). Nearby, the town of Campbellton was settled, beginning in 1762. In 1778, the two towns were combined as Campbellton and named the county seat. The name was changed to Fayetteville in 1783 to honor the French Revolutionary War hero, Marquis de Lafayette (Beach 2006; Johnson 2016).

A system of plantation agriculture developed in the North Carolina Coastal Plain 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).

As more land was taken from the Native Americans who occupied the Piedmont, more settlers moved to the western backcountry, while counties in the Coastal Plain stagnated. The population of Cumberland County at the first census of the U.S. in 1790 was 8,671, while Piedmont counties like Mecklenburg and Orange had already topped 11,000. The development of the cotton gin brought new life to eastern North Carolina, as cotton replaced tobacco and indigo in many fields. Cumberland County saw a big jump in population between 1810 and 1820, from 9,382 to 14,446, with about a third of the population in 1820 being enslaved African Americans (Forstall 1996; Walker 1872a).

In 1818, Joseph Seawell of Fayetteville was granted a monopoly for his steamship company on the Cape Fear River between Fayetteville and Wilmington, and he created the Cape Fear Steam Boat Company partnership in 1822. Located at the head of navigation on the Cape Fear River, Fayetteville was an active port for steamboats traveling to Wilmington and thence to national and international markets (Horn 2004). North Carolina lagged behind neighboring Virginia and South Carolina in the development of railroads, and Fayetteville was bypassed by the few lines constructed before the Civil War. In 1855, its only rail line was the Western Railroad, constructed to the Egypt Coal Mine near what is now Sanford, in Lee County (Colton and Colton 1855). The line only operated for a few years before being destroyed in the war (Lewis 2007). Although lacking a railroad connection to a major city until after the Civil War, Fayetteville was the terminus of several wooden plank roads, or “farmers’ railroads,” constructed in the late 1840s and 1850s. Plank roads ran east to Warsaw, north to Raleigh and west to Albemarle. The longest plank road in the world ran from Fayetteville to High Point, Salem, and Bethania in Forsyth County (Horn 2004; Mattson 1987:49).

With competition from other ports and manufacturing centers exacerbating the state’s problems with trade and transportation, the economy stagnated. Ports often remained empty, 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). Despite a brief period of growth in the 1840s, the population of Cumberland County remained relatively flat until after the Civil War, and the percentage of slaves in the total population held steady at approximately one-third of the total (Walker 1872a). The subsistence farming tradition brought by the early Scottish settlers seems to have held strong in Cumberland County, where only 87 bales of cotton and 648 pounds of tobacco were produced in 1860. Livestock and corn dominated the agricultural regime (Kennedy 1864)

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 even further toward a single cash crop—first cotton and then tobacco (Bishir and Southern 1996:35). Tobacco was not grown in significant quantities in Cumberland County until the twentieth century. In 1870, hardly any cotton was grown either. Hogs and corn were the largest commodities, with wool and sweet potatoes also produced in significant quantities. By 1880, likely spurred by the availability of commercial fertilizer, farmers resumed planting cotton. Over 3,900 bales were produced on over 9,000 acres. However, the greatest acreage by far was devoted to corn, which was planted on over 32,000 acres that produced over 282,000 bushels (Walker 1872b). In the 1900 census, farmers reported producing 7,350 commercial



bales of cotton on 15,559 acres. Tobacco was planted on only 240 acres, but thousands of acres were found in adjacent Johnson and Wayne counties (U.S. Census Bureau 1883, 1902a).

The percentage of African-Americans in the population of Cumberland County increased after the Civil War, from 35.6 percent in 1860 to 47.1 percent in 1880, before falling back to about 40 percent by 1920 (Kennedy 1864; U.S. Census Bureau 1883). The growth of the railroads and related industries likely attracted black residents to Fayetteville during this period, but many of these African-Americans worked as tenants on larger tracts owned by white families. In 1910, over a third of all farms in Cumberland County were operated by African Americans. African-American farmers typically planted a row crop or cotton with which to pay their share for the land, with the remainder used to pay off credit at the local store or plantation for expenses like food and fertilizer. This system kept many farmers in perpetual debt to the landlord. It was not just black farmers who became trapped in this system. Tenancy was on the rise at the end of the nineteenth century and continuing into the twentieth for whites as well. By 1910, nearly 40 percent of all farmers in Cumberland County were tenants. Although tenancy was common among all farmers by the early twentieth century, African-American farmers were 90 percent more likely to be tenants than their white counterparts (29 percent to 55 percent) (U.S. Census Bureau 1902b, 1913).

World War I brought a significant change to Cumberland County with the construction of Camp Bragg west of Fayetteville. The artillery training camp was not completed until February 1919, after the war had ended; but because it had room to test long-range artillery, Camp Bragg became the permanent military base Fort Bragg in 1922. Throughout the 1920s and 1930s, Fort Bragg served as an important location for testing field artillery. Fort Bragg later became the headquarters of District A of the Civilian Conservation Corps and the training ground for the National Reserve Officer Training Corps, Officers Reserve Corps, and Citizen Military Training Corps (Shaeffer 2015). During World War II, Fort Bragg grew from a post with a few thousand soldiers to a massive base with over 100,000 personnel. Nearby Fayetteville, a town of 17,000 on the eve of the war, soon struggled to find housing for hundreds of families who accompanied soldiers assigned to the post. The population of Cumberland County increased from 59,320 in 1940 to 96,000 in 1950, then doubled in the following two decades to over 200,000 in 1970 (Forstall 1996). In the late 1960s, Kelly Springfield Tire opened a plant in Fayetteville, making it the county's top private employer in 1999 (Buscher 1999). At the most recent census in 2010, Cumberland County reported almost 320,000 residents (U.S. Census Bureau 2018).

## **HISTORICAL DEVELOPMENT OF NASH 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. English, Italian, and Spanish explorers visited North Carolina in the sixteenth century, and their presence disrupted the native cultures, but it wasn't until the second quarter of the seventeenth century that the English began to settle there. Eastern North Carolina was largely a province of squatters, runaways, and outlaws for decades before the Tuscarora were driven out in the Tuscarora War, which ended in 1715. Nearly all of the Tuscarora left the area, most of them moving to upstate New York (Lefler and Newsome 1973:66). In 1712, North and South Carolina were divided, and in 1719 the land in South Carolina—with more resources and more potential for taxation—became a royal colony under King George I. North Carolina also became a royal colony in 1729 (Powell 1988:35).

Early settlement in the mid eighteenth century did not immediately result in towns or communities, as this area was then a remote part of Edgecombe County, which was formed from Bertie County in 1750. As settlements were sparse and some distance from one another in this backcountry, it experienced few effects from the Revolutionary War (Lewis 2018).

Nash County was created in 1777, but did not start collecting funds for a courthouse until 1782. It was not until 1815 that a site was chosen near the center of the county for a seat to be called Nash Court House (Lewis 2018). By the early nineteenth century, a number of large plantations had been established in the northern part of the county. Slave labor was an integral part of these operations. By 1850, 38 percent of the county's 10,651 residents were slaves (Mattson and Wilson 1989). Nash County also had 629 free blacks in its population, representing nearly 6 percent of the total.

The production of cotton in the county led to the establishment of the second cotton mill in the state, Rocky Mount Mills, in 1818 (Mazzocchi 2006). However, North Carolina agriculture suffered a downturn in the 1820s and 1830s, stymied by poor soils in the Coastal Plain, the lure of better lands to the west, and an underdeveloped transportation network. The first railroad company in North Carolina, connecting Wilmington and Weldon, on the Roanoke River, was completed in 1840, and passed to the east of Nash County through neighboring Edgecombe County (Norris and Watson 2006). The town of Rocky Mount, on the border of the two counties, developed on this line and became a shipping point for Nash County farmers.

Nash County's agricultural production was modest in 1850. Just 345 bales of cotton were grown, along with a small amount of tobacco. The largest components of the county's farms were cattle and hogs, along with corn and sweet potatoes. Although the amount of its improved farmland remained stable, the value of Nash County farms increased significantly in the decade prior to the Civil War. This appears to be a result of a clear embrace of staple crop production. The tobacco harvest jumped from less than 5,400 pounds to more than 95,000 pounds between 1850 and 1860, while cotton exploded from 345 to 2,756 bales produced. Just over half (54.3 percent) of Nash County farmers had farms of less than 100 acres; and among slaveholders, 68 percent owned less than 10 slaves. Still, Nash County had a significant number of large farmers and slaveholders. Almost 15 percent of farmers owned 20 or more slaves, placing them in what was generally considered to be the planter class (Campbell 1982; DeBow 1853; Kennedy 1864; Magdol and Wakelyn 1980).

Rocky Mount was raided by federal forces in July 1863, and the bridge of the Wilmington and Weldon Railroad over the Tar River was destroyed (Ricks 1976). Although the county did not experience significant action during the Civil War, the loss of manpower, destruction to crops and livestock, the loss of slave labor, and lack of capital to rebuild infrastructure devastated the economy.

Former slaves were faced with an uncertain future after emancipation. Although they desired autonomy, Southern whites were determined to maintain hegemony over the economic lives of their former bondsmen. While some former slaves were able to acquire small tracts of land, significant institutional barriers were erected to landownership, and most African Americans remained on their former plantations or nearby farms working as tenants. The new system redefined agricultural practices and transformed the landscape, as large farms were divided into smaller tracts, and the credit-lien system drove tenants to plant more and more cotton to pay for their supplies (Bishir and Southern 1996:33).

Farm acreage, livestock holdings, and food crop production in 1870 were all down significantly in Nash County in 1870. Hogs and corn, the basis for Southern sustenance, were reduced by more than half. The experiment with tobacco that had characterized the 1850s was abandoned, and cotton became the preferred cash crop. Production of cotton jumped from 2,756 bales in 1860 to 3,607 bales in 1870 (Kennedy 1864; Walker 1872b).

By 1880, Nash County had largely recovered from the effects of the Civil War. The population increased 60 percent from 1870 to 17,731, and agricultural production in most categories had reached antebellum levels. Nevertheless, the tenancy rate of 40 percent reflected the inequitable distribution of wealth among white elites and African-American and poor white farmers. The value of Nash County farms more than tripled in the 1870s to \$2.2 million, and improved acreage topped 85,000 acres. The largest proportion of those acres was devoted to corn, with nearly 300,000 bushels produced on approximately 32,500 acres. This was still less than the corn yield in 1860, illustrating the shift to cotton, which was planted on 25,768 acres that yielded 12,507 bales, a nearly 250 percent increase over 1870 (Forstall 1996; U.S. Census Bureau 1883; Walker 1872b).

However, the volatility of the cotton market and the ideal conditions for the production of bright leaf tobacco led to a shift from cotton to tobacco in the late nineteenth century. Almost no tobacco was planted in Nash County in 1880, but by 1900, farmers planted over 12,000 acres in the crop and harvested over 8.25 million pounds. Nash County vied with neighboring Wilson County as one of the state's premier tobacco markets. The success of the tobacco market hid the fact that while landowners were benefitting from a thriving crop, farm size was decreasing and tenancy was increasing. The number of farmers grew by more than 50 percent between 1880 and 1900, but average farm size shrank from 141 acres to 95 acres. By 1900, only 39 percent of farmers were full owners of their land. African Americans were the hardest hit by tenancy. Only 14 percent of African-American farmers were owners in 1900 (U.S. Census Bureau 1902a, 1902b).

The money that tobacco brought to eastern North Carolina is reflected more in the towns than the countryside. During the late nineteenth and early twentieth centuries, small towns in the region promoted themselves ceaselessly, platted new streets and subdivisions, and sought railroad connections and new businesses. Tobacco warehouses and factories, banks, insurance companies, and hotels proliferated to serve the needs of the farmers, factors, and salesmen that gathered in these towns to conduct business (Bishir and Southern 1996:43). In 1887, the Spring Hope Branch of the Wilmington and Weldon Railroad was completed from Rocky Mount to Nashville giving the county seat its first railroad connection. The next year the line reached Spring Hope. It was later extended through Louisburg to the Seaboard Air Line Railroad at Franklinton (Cram 1887; Rand McNally and Company 1910). In 1900, the Atlantic Coast Line Railroad purchased the Wilmington and Weldon Railroad and constructed its repair shops at Rocky Mount, leading to a surge in population (Fleming 1998:8).

Although cotton had taken a back seat to tobacco in the region, textile mills at Rocky Mount and Roanoke Rapids (in Halifax County) continued to expand in the early twentieth century. By 1935, acreage of cotton and tobacco were nearly split in Nash County, and nearly 20,000 bales of cotton were produced in addition to 18.8 million pounds of tobacco. Timber remained an important industry in Nash County as well. The population of the county nearly doubled to 41,061 between 1890 and 1920 (Forstall 1996; U.S. Census Bureau 1936).

The nationwide Depression of the 1930s, mechanization, and the industrial growth resulting from the U.S. involvement in World War II resulted in significant changes in Nash County agriculture. Between 1900 and 1930, the number of farms in the county had grown from 3,237 to 5,820, but this number began to decline as many left farming for other types of employment in cities and towns, particularly African Americans. The number of black farm operators in Nash County fell by 933 between 1930 and 1940, more than the losses for the county as a whole, suggesting that whites were replacing blacks as farm operators. Farm size, which had dropped to just over 40 acres in 1930, had climbed back to 56 acres by 1940 (U.S. Census Bureau 1942). Although African Americans were leaving farming in Nash County, the percentage of blacks in the population remained fairly constant in the county during the twentieth century at 40 percent. The population in 2010 was estimated at 95,840 (U.S. Census Bureau 2018).

In the second half of the twentieth century, Nash County continued to grow, adding industries that produced diesel engines, pharmaceuticals, and textiles, among others. Rocky Mount's brick tobacco warehouses no longer store bright leaf tobacco, but have been repurposed as art centers and museums. Tobacco farming has continued into the twenty-first century, but Nash County's agricultural regime has become more balanced, with cotton, peanuts, sweet potatoes, and livestock products part of the mix (Downtown Rocky Mount 2018; Fleming 1998).

## **HISTORICAL DEVELOPMENT IN THE VICINITY OF THE SURVEYED RESOURCES**

### **CD1480**

CD1480, a tobacco barn, is located in northeastern Cumberland County between the railroad stop communities of Wade and Godwin. It is on an approximately 97-acre farm tract that straddles U.S. 301 (Dunn Road) and extends southeast to I-95. The Civil War produced the first detailed maps of the area. A map made in 1863 (North Carolina Map Collection 1863) shows a road along the east side of the Cape Fear River that followed the route of Sisk Culbreth Road (Figure 4). The survey area is located between Silver Run and Taylor Hole, to the southeast of the Taylor House. This is consistent with deeds that indicate that R. G. Taylor and James A. Taylor sold the 100-acre parcel containing CD1480 to J. C. Williams in 1909 (Cumberland County Register of Deeds 1912). A map of the county made in 1884 (McDuffie 1884) is similar to the Civil War era map, and indicates that the Taylor House was the residence of J. R. Taylor (Figure 5). No structures are shown to the southeast of the house where CD1480 is located.

By 1922, the Atlantic Coast Line Railroad had been constructed, giving rise to the towns of Wade and Godwin (USDA 1922). At that time, Dunn Road followed Boxpine Road rather than running straight to join Sisk Culbreth Road. A residence was located in the vicinity of CD1480, so the barn is likely associated with this residence (Figure 6). The house and barn are located on the 100-acre parcel that was owned by J. C. Williams from 1909 until he sold it to his wife in 1928. The house is no longer standing, but an archaeological site (31CD2018) was identified in this location during the archaeological survey for the Project that includes a historic component consistent with a late nineteenth-early twentieth century domestic occupation (Stanyard et al. 2016).

A structure can be seen in the vicinity of CD1480 in a 1972 aerial photograph (NETRonline 2018), but it is not clear if it is the house shown on the 1922 map or the tobacco barn itself. In any case, brush and trees were beginning to surround the structure, which was at the edge of an abandoned field. By 1994, it is completely surrounded by trees and cannot be seen in an aerial photograph. Census statistics indicate that tobacco production was low in Cumberland



Figure 4. Map of Cumberland County in 1863 showing the vicinity of CD1480.



Figure 5. Map of Cumberland County in 1884 showing the vicinity of CD1480.





Figure 7. Map of Nash County showing vicinity of NS1555 in 1919.

NS1555 is likely associated with African-American descendants of slaves of the prominent white Hilliard family that established large plantations at Woodlawn and Hilliardston on Swift Creek in the eighteenth century (East Carolina University 1986; Hendrick 1916). The nearby cemetery contains the graves of nine members of the black Hilliard family with death dates ranging from 1898–1986 (Sharpe 2016). Hilliard Cemetery was recorded as archaeological resource 31NS171 during earlier survey work for the Project (Stanyard et al. 2016). Hilliard's Store is mentioned as early as 1871 (*Congressional Globe* 1872).

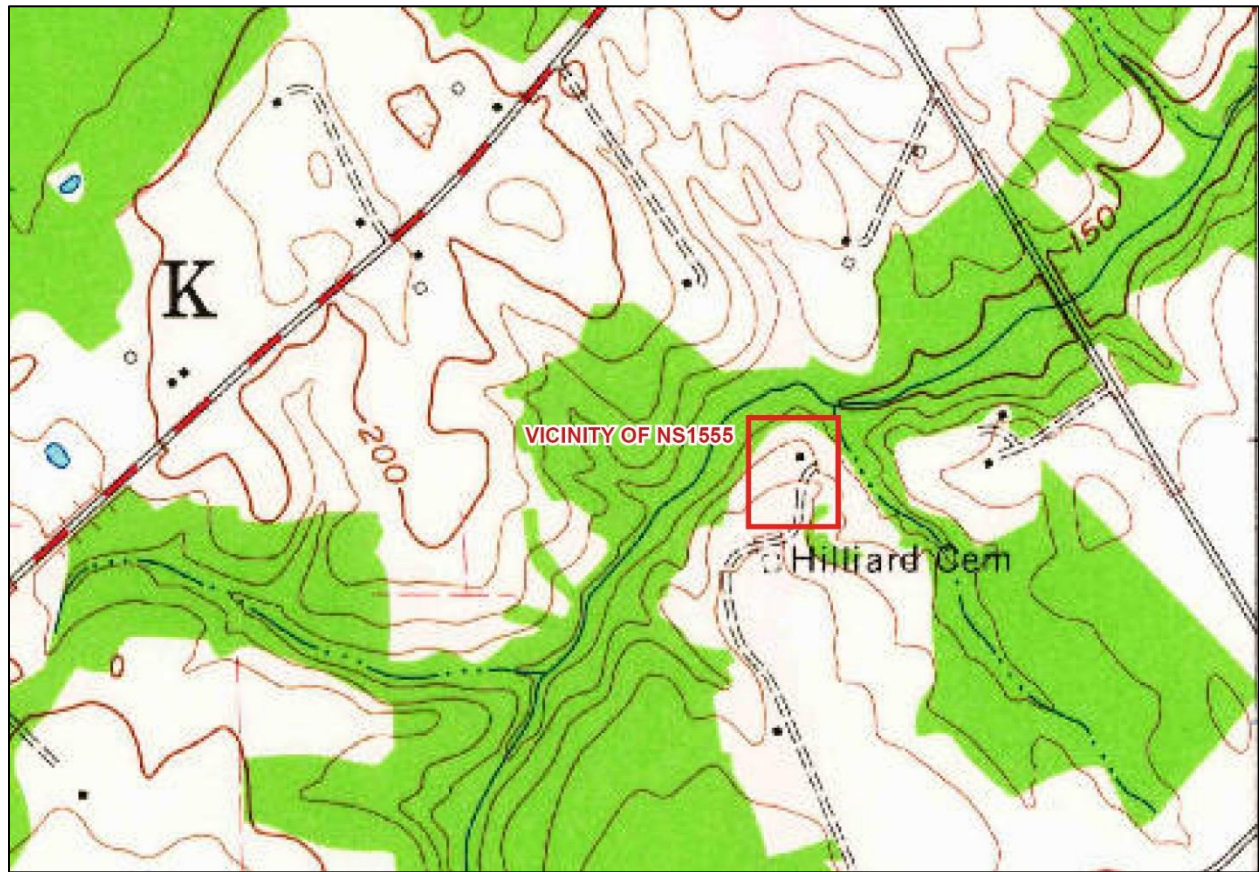


Figure 8. Topographic map location of NS1555 in 1963.



## RESULTS

This chapter presents the findings for the current survey effort, which resulted in two identified resources 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

Two resources, CD1480 and NS1555, were surveyed during the current field effort. Both resources are recommended not eligible for listing on the NRHP.

Table 1. Historic Architectural Properties within the APE of Current Survey Area Associated with the Project		
Resource	Description	NRHP Recommendation
<i>Cumberland County</i>		
CD1480	Tobacco Barn, circa 1920	Ineligible
<i>Nash County</i>		
NS1555	Dwelling, circa 1920, Tobacco barns, circa 1940	Ineligible

### CD1480

Resource CD1480 is an abandoned barn located in between I-95 and Dunn Road in the town of Godwin in Cumberland County. It is approximately 0.4 miles southeast of Dunn Road (U.S. 301), and about 38 feet south of the proposed pipeline (see Figure 2). It is situated in a densely forested area with agricultural fields to the southwest and northwest.

The resource consists of a circa 1920 tobacco barn that is a side-gabled structure with a standing-seam metal roof and brick pier foundation with concrete and concrete masonry unit infill (Figure 6). The barn displays square-notched log construction with plaster infill and vertical-oriented wood siding in the upper gable ends of the north and south elevations (Figure 7). The word “MYRTLE” is etched into the plaster on the south elevation (Figure 8). Fenestration includes centered, wood-framed openings at ground level on the west and east elevations (Figure 9). There are also wood-framed, square openings centered in each gable end for ventilation and access; the opening in the north gable end has a hinged wooden hatch cover constructed of vertical boards, and a wooden ladder attached to the wall below it for access. The north and south elevations have standing-seam metal, shed-roof additions supported by wooden logs to cover open storage bays (Figure 10). The tobacco barn is in poor condition, as the roof is beginning to collapse and some of the siding is damaged or lost.



Figure 6. CD1480, south and west elevations, view to the northeast.

*NRHP Assessment:* Historic research carried out for this Project did not identify any significant events or persons associated with this resource. Therefore, ERM recommends CD1480 not eligible for NRHP under Criterion A or Criterion B. The dwelling once associated with the property is no longer extant. Furthermore, although tobacco barns of the period and style represented by CD1480 are becoming less common in the area, this barn is in poor condition and does not serve as a good example. It does not exhibit distinctive architectural characteristics notable for nomination. For these reasons, ERM recommends CD1480 not eligible for NRHP under Criterion C.



Figure 7. CD1480, southeast corner, view to the northwest.



Figure 8. CD1480, "MYRTLE" on south elevation, view northwest.



Figure 9. CD1480, east elevation, view to the west.



Figure 10. CD1480, north elevation, view to the south.

### **NS1555**

Resource NS1555 is located to the southwest of Wollet Mill Road in the town of Battleboro in Nash County. It is approximately 0.3 miles northwest of the proposed Project in an area surrounded by mature trees with agricultural fields to the south and west (see Figure 3). The resource consist of a vacant dwelling and three tobacco barns.

NS1555 is a circa 1920 wood-frame dwelling with clapboard siding and a fieldstone pier foundation (Figure 11). The L-shaped one-and-a-half story dwelling has a side-gabled roof covered in standing-seam metal and a one-story rear addition. A slightly off-peak, interior brick chimney is located on the north elevation's roof slope on the original side-gable block. All the windows are wood-framed, and although most of the windows no longer have panes, they were most likely four-over-four, like the only remaining intact window on the north elevation. The primary entrance was originally located on the north elevation, but is now boarded up. Both the east and west elevations have one centered window. The rear (south) elevation has an area of open fenestration for a door, and the remnants of a partial-width entry stoop with a standing-seam metal roof supported by wooden posts (Figure 12). The south elevation includes a gabled addition featuring the same materials as the original block. Due to deterioration and lack of architectural details, the date of the addition is unknown. Fenestration on the addition consists



Figure 11. NS1555, view to the south.



Figure 12. NS1555, view to the northwest.



Figure 13. NS1555, view to the northeast.

of openings for a door on the east and west elevations, and a wooden window frame on the south elevation's gable end (Figure 13). The dwelling is in poor condition and has completely collapsed on the west elevation.

NS1555 also includes three tobacco barns, located to the south of the dwelling. All three barns are circa 1940 structures with side-gabled, standing-seam metal roofs and rolled asphalt covering up the original horizontal-oriented wood siding. All have clapboard siding in their gable ends and concrete masonry unit foundations. The first tobacco barn (Tobacco Barn 1), is the southernmost barn, which has a wood-framed entrance on its north elevation (Figure 14). It is in poor condition and its south and west elevations have completely collapsed. Tobacco Barn 2 is located directly north of Tobacco Barn 1. It has a collapsed roof, with openings on its north and south elevations (Figure 15). Tobacco Barn 3 is the westernmost barn, which has completely collapsed (Figure 16). All that remains is the clapboard siding on the gable ends and the concrete masonry unit foundation.

*NRHP Assessment:* Despite possibly being associated with an early African-American store, the architectural remains that comprise NS1555 are in disrepair and no longer represent a good example of a rural agricultural property dating to the early twentieth century. Furthermore, the dwelling and barns represent common architectural forms, and the dwelling has been modified through an addition and closure of the original entrance. All of the buildings are in poor condition. The dwelling has a collapsed wall and only retains one intact window. Two of the barns are in disrepair, with Tobacco Barn 3 in complete ruins, and the most intact tobacco barn



Figure 14. NS1555, Tobacco Barn 1, view to the southwest.

displaying a collapsed roof. Because of modifications and deterioration, the resource has lost integrity and does not provide good examples of the architectural forms embodied in the buildings. Therefore, they are not considered eligible for inclusion on the NRHP under Criterion C. Historic research carried out for this project did not identify any significant events or persons associated with this resource. Therefore, ERM also recommends NS1555 not eligible for NRHP under Criterion A or Criterion B.





Figure 15. NS1555, Tobacco Barn 2, view to the south.



Figure 16. NS1555, Tobacco Barn 3, view to the south.

## **SUMMARY AND RECOMMENDATIONS**

This report presents additional findings related to the Project in Cumberland and Nash counties, North Carolina. For the work covered by this report, ERM surveyed and assessed two historic resources, a circa 1920 tobacco barn (CD1480), and a circa 1920 dwelling with three associated tobacco barns (NS1555). The structures were not found to be associated with any significant events or persons, and do not exhibit distinctive or outstanding architectural characteristics. Furthermore, the dwelling once associated with CD1480 is no longer extant, and the barn is in poor condition. The dwelling and tobacco barns associated with NS1555 are also in poor to ruinous condition. It is ERM's recommendation that both resources are not eligible for listing on the NRHP. No further work is recommended regarding these resources.

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**APPENDIX A – RESUME OF PRINCIPAL INVESTIGATOR**

# Emily Tucker-Laird

Senior Architectural Historian/Archaeologist



Ms. Tucker-Laird has over ten years of experience in cultural resources management, and is Secretary of the Interior Qualified as an architectural historian and archaeologist. Emily has extensive experience working as a Principal Investigator. Her projects have included intra and interstate pipelines, electrical transmission lines, wind projects, solar projects, microwave towers, and treatment plans. In addition to field work, Emily has experience supervising and coordinating for complex projects. Emily has participated in the consultation process and has worked with a wide range of state and federal agencies.

Ms. Tucker-Laird has worked on projects in Alabama, Arkansas, Georgia, Illinois, Indiana, Louisiana, Maine, Mississippi, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, and West Virginia. 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.

## Fields of Competence

- Architectural surveys and evaluations
- Development of research and fieldwork designs for cultural resource and historic preservation compliance projects
- National Register of Historic Places eligibility evaluation and assessments for historic 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
- Phase I, II, and III Archaeological Field Investigations and report preparation

## 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)
- 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 Industry Sectors

- Power
- Oil & Gas
- Telecommunications

## Registrations & Professional Affiliations

- Register of Professional Archaeologists (RPA)

## Key Projects

*With ERM*

### **Atlantic Coast Pipeline, LLC and Dominion Energy Transmission, Inc.**

Architectural historian and task lead 2016-2017 for 556-mile long natural gas pipeline extending from Harrison County West Virginia to Robeson County, North Carolina. Responsible for overseeing the Phase I architectural survey and consultation with the FERC, FCC, and SHPOs.

### **Mt. Storm Wind Force, LLC, a subsidiary of NextEra Energy Resources, LLC**

Architectural historian 2016 for a 72 turbine wind project in Grant and Tucker County West Virginia. Key tasks included field survey and reporting. Project was completed to meet the requirements of the West Virginia Public Service Commission, and Section 106 of the National Historic Preservation Act.

### **Driftwood LNG Project, Driftwood LNG LLC and Driftwood LNG Pipeline LLC**

Architectural Historian 2016 for a 96 mile natural gas pipeline in Calcasieu, Jefferson Davis, Acadia, and Evangeline parishes. Completed architectural survey to meet the requirements of the FERC and LASHPO.

### **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 -**

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.