



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

December 7, 2017

MEMORANDUM

TO: Kate Husband  
Office of Human Environment  
NCDOT Division of Highways

FROM: Renee Gledhill-Earley *Renee Gledhill-Earley*  
Environmental Review Coordinator

SUBJECT: Historic Structures Survey Report, Install Curb, Gutter, and Roundabout on NC 1110,  
U-6055, Haywood County, ER 17-2014

Thank you for your October 24, 2017, memorandum transmitting the above-referenced report. We have reviewed the report and concur that the following properties are not eligible for listing in the National Register of Historic Places under any criteria:

- Howard Amoco (HW0603)
- 111 Holtzclaw Street (HW0659)
- 113 Pisgah Drive (HW0660)
- 115 Pisgah Drive (HW0661)
- 120 Pisgah Drive (HW0662)
- 121 Pisgah Drive (HW0663)

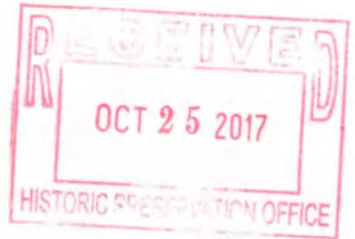
The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

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.

cc: Mary Pope Furr, NCDOT, [mfurr@ncdot.gov](mailto:mfurr@ncdot.gov)



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION



ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

October 24, 2017

MEMORANDUM

ER 17-2014

H Annie Nov 20

Due 11/08  
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**TO:** Renee Gledhill-Earley  
Environmental Review Coordinator  
North Carolina State Historic Preservation Office

**FROM:** Kate Husband  
Architectural Historian  
NCDOT Division of Highways

**SUBJECT:** PA No. 17-04-0038: U-6055 Install Curb and gutter, roundabout, and 5' sidewalk on NC 1110 (Pisgah Dr) at Locust Street, Haywood County

Enclosed please find the Historic Structures Survey Report, survey site database, and additional materials for the above referenced project in compliance with the Section 106 review process. Please contact me by phone (919-707-6075) or email (klhusband@ncdot.gov) if you have any additional questions or comments. We look forward to hearing from you.



# Historic Structures Survey Report for the Intersection of NC 110 (Pisgah Drive) Locust Street in Canton

Haywood County, North Carolina

TIP No. U-6055  
WBS No. 47166.1.1



NEW SOUTH ASSOCIATES, INC.

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Historic Structures Survey Report for the  
Intersection of NC 110 (Pisgah Drive) at Locust Street in Canton

Haywood County, North Carolina

TIP No. U-6055  
WBS No. 47166.1.1

Report submitted to:  
North Carolina Department of Transportation, Human Environment Section  
1598 Mail Service Center  
Raleigh, North Carolina, 27699-1598

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Mary Pope Furr - Historic Architecture Supervisor

Report prepared by:  
New South Associates, Inc.  
6150 East Ponce de Leon Avenue  
Stone Mountain, Georgia 30083



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Mary Beth Reed – Principal Investigator

Terri DeLoach Gillett – Historian and Co-Author  
Ellen Turco – Historian and Co-Author

October 19, 2017 • **Final Report**  
New South Associates Technical Report 2753

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## 1.0. Management Summary

North Carolina Department of Transportation (NCDOT) project TIP #U-6055 (WSB #44636.1.1) proposes to improve the intersection of NC 110 (Pisgah Drive) at Locust Street in Haywood County, North Carolina by installing curb and gutters, a roundabout, and a five-foot sidewalk. The project area is located approximately 0.25 mile south of downtown Canton, just east of the Pigeon River. This project is subject to review under the Programmatic Agreement for Minor Transportation Projects in North Carolina (NCDOT 2009). NCDOT architectural historians established an Area of Potential Effects (APE) and conducted a preliminary investigation, identifying six properties, including five houses and one business in the APE warranting additional study and a National Register of Historic Places (NRHP) eligibility evaluation.

In June 2017, New South Associates, Inc. (New South) surveyed the six resources that NCDOT had identified for intensive study. As a result of this study, for the purposes of compliance with Section 106 of the National Historic Preservation Act, as amended, New South recommends that all of the six resources evaluated are not eligible for listing in the NRHP individually or collectively as a district.

Survey Site #	Resource Name/Address	NRHP Eligibility Recommendation
HW0603	Howard Amoco	Not Eligible
HW0659	1 Holtzclaw Street	Not Eligible
HW0660	113 Pisgah Drive	Not Eligible
HW0661	115 Pisgah Drive	Not Eligible
HW0662	120 Pisgah Drive	Not Eligible
HW0663	121 Pisgah Drive	Not Eligible



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## TABLE OF CONTENTS

1.0. MANAGEMENT SUMMARY .....	i
2.0. PROJECT DESCRIPTION AND METHODOLOGY .....	1
3.0. HOWARD AMOCO (HW603) .....	5
3.1. Description and Setting .....	5
3.2. Inventory List .....	8
3.3. History .....	12
3.4. NRHP Evaluation .....	14
4.0. 1 HOLTZCLAW STREET (HW659) .....	20
4.1. Description and Setting .....	20
4.2. Inventory List .....	22
4.3. History .....	28
4.4. NRHP Evaluation .....	29
5.0. 113 PISGAH DRIVE (HW660).....	33
5.1. Description and Setting .....	33
5.2. Inventory List .....	35
5.3. History .....	41
5.4. NRHP Evaluation .....	43
6.0. 115 PISGAH DRIVE (HW661).....	46
6.1. Description and Setting .....	46
6.2. Inventory List .....	48
6.3. History .....	51
6.4. NRHP Evaluation .....	53
7.0. 120 PISGAH DRIVE (HW662).....	56
7.1. Description and Setting .....	56
7.2. Inventory List .....	57
7.3. History .....	63
7.4. NRHP Evaluation .....	64
8.0. 121 PISGAH DRIVE (HW663).....	68
8.1. Description and Setting.....	68
8.2. Inventory List.....	70
8.3. History .....	73
8.4. NRHP Evaluation .....	75
9.0 REFERENCES CITED.....	79

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## 2.0. Project Description and Methodology

The North Carolina Department of Transportation (NCDOT) proposes to improve the intersection of NC 110 (Pisgah Drive) at Locust Street in Canton, Haywood County by installing curb and gutters, a roundabout, and a five-foot sidewalk (TIP #U-6055, WSB #44636.1.1). The project area is located in Haywood County, south of downtown Canton, and east of the Pigeon River (Figure 2.1). This project is subject to review under the Programmatic Agreement for Minor Transportation Projects in North Carolina (NCDOT 2009). NCDOT architectural historians established an Area of Potential Effects (APE) and, pursuant to 36 CFR Section 800.4(b), identified six architectural resources, five residences and one business, which may be affected by this undertaking (Figure 2.2).

In June 2017, NCDOT requested that New South Associates, Inc. (New South) intensively survey the Howard Amoco (HW603), 1 Holtzclaw Street, 115 Pisgah Drive, 113 Pisgah Drive, 120 Pisgah Drive, and 121 Pisgah Drive and prepare a report assessing the properties' eligibility for the National Register of Historic Places (NRHP). The Howard Amoco was originally surveyed by Camille Wells in 1980 and assigned the survey site number HW0603. The remaining resources had not been previously surveyed. The North Carolina State Historic Preservation Office (HPO) has assigned survey site numbers HW0659 through HW0663 to these resources.

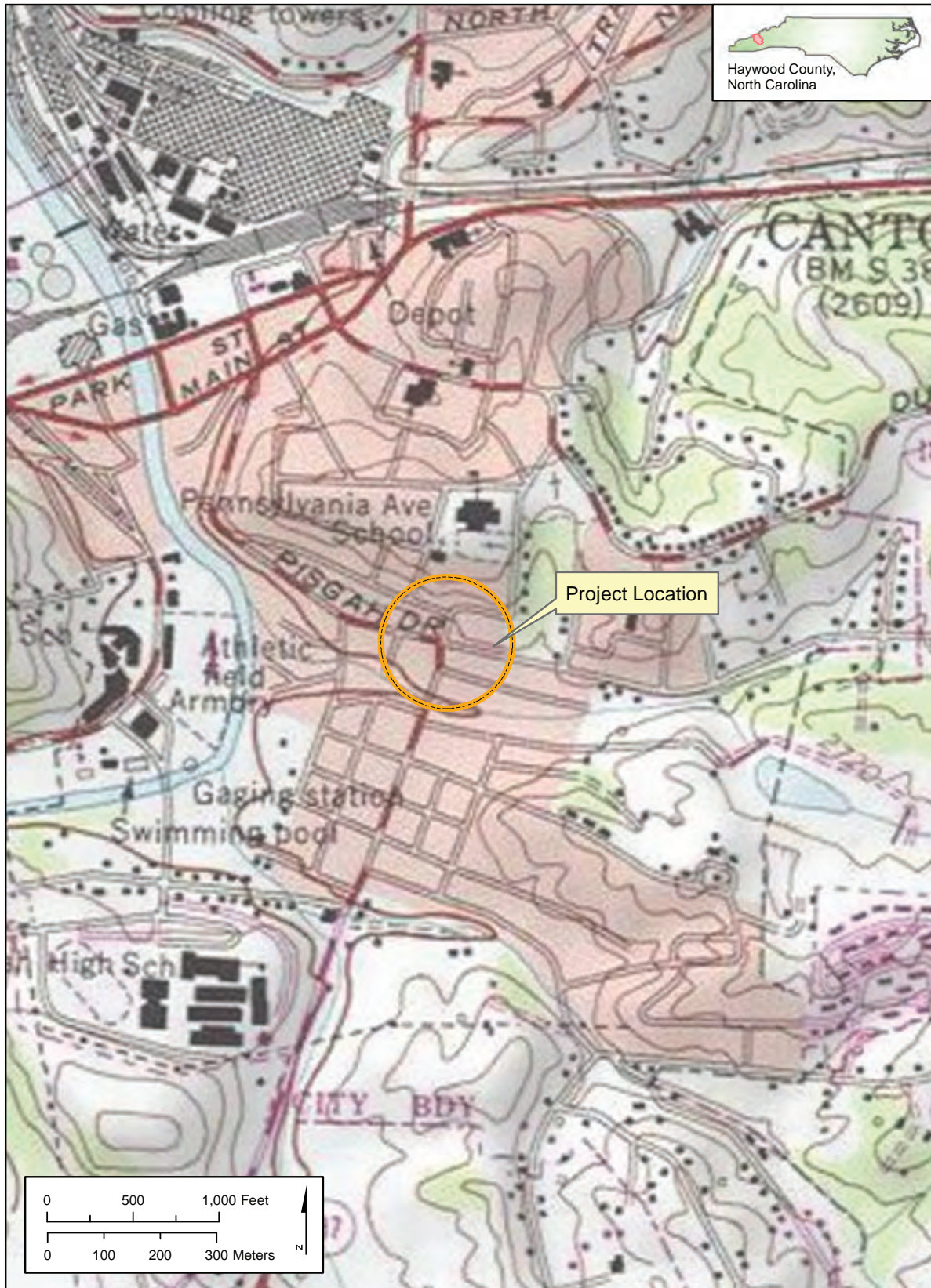
Prior to fieldwork, the statewide architectural survey records of the HPO were reviewed using the HPOWEB, their online GIS service, which did not reveal any other previously recorded resources besides the Howard Amoco (HW0603) within the project APE. The survey and subject files located at the Western Office of the HPO in Asheville, were also reviewed. Historic topographic maps and aerial photographs were viewed at [historicaerials.com](http://historicaerials.com), [nationalmap.gov](http://nationalmap.gov), the North Carolina Maps collection online at the University of North Carolina, and the U.S. Geological Survey's (USGS) historical topographic map collection. Property information was obtained from the Haywood County Tax Assessor's website. The digital collection at the Haywood County Library (DigitalNC) was also examined. Canton City Directories, available online at [digitalnc.org](http://digitalnc.org), were invaluable in writing the ownership histories of these properties. Census records were also examined.

New South architectural historian Terri DeLoach Gillett visited the resources selected for further evaluation on July 18, 2017. The properties were visually inspected and the exteriors, including settings, were documented through written notes and digital photographs. Ms. Gillett also had conversations with several of the property owners. The Howard Amoco (HW0603) is being used as an auto mechanics shop and the five residences are still being used in that capacity.

The historical development, architecture, and cultural significance of the six resources were assessed and evaluated within their respective contexts according to the established NRHP criteria.

HISTORIC STRUCTURES SURVEY REPORT OF THE  
INTERSECTION OF NC 110 (PISGAH DRIVE) AT LOCUST STREET IN CANTON

Figure 2.1. Project Location

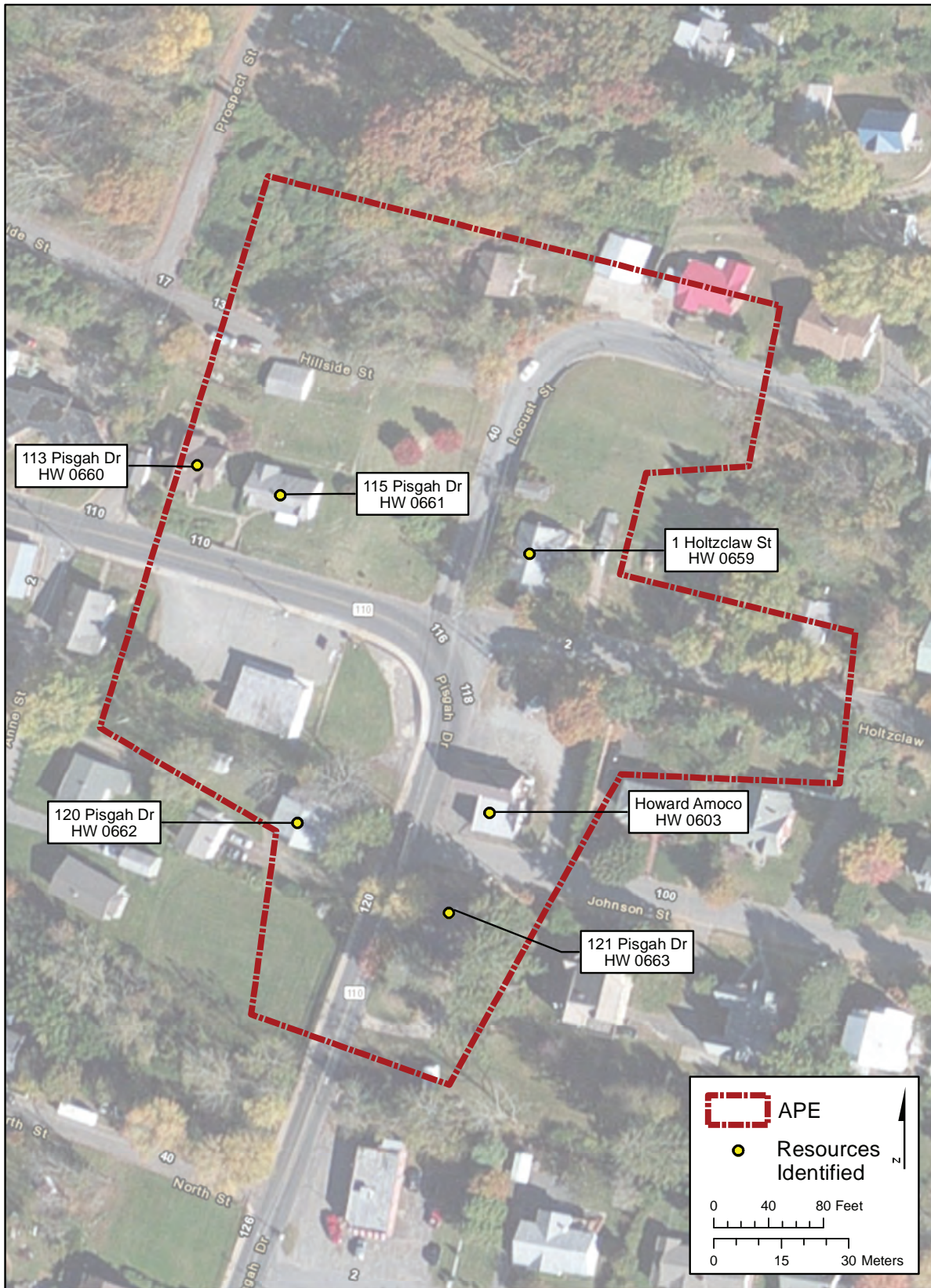


Source: USGS Topographic Quadrangle Map, Canton, NC (1980)



HISTORIC STRUCTURES SURVEY REPORT OF THE  
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Figure 2.2. Area of Potential Effects and Location of the Historic Resources



Source: ESRI World Imagery (2017)



The following resources were referenced to develop a local context and identify and comparable resources: *Canton: The Architecture of Our Hometown* (Wells 1985) and *Images of America, Canton* (Beadle 2013).

During the fieldwork phase of the project, the subject properties were examined to determine if they could be evaluated as a historic district or if there was a larger potential district present that extended beyond the APE boundary. As a group, it is recommended that resources surveyed for this report do not represent a significant and “distinguishable entity” as required by the National Park Service Guidelines. The survey area was not determined to be a platted or designed neighborhood, nor is it associated with company housing of Champion Paper and Fibre Company (CP&F), Canton’s largest employer. Early occupants were local middle-class workers, only one of whom had a direct association with CP&F. Several other neighborhoods and resource groupings have been identified as potential historic districts in Canton; however, the subject group, even if combined with adjacent resources outside of the immediate project area, does not represent a cohesive social or architectural unit. For these reasons, it was determined that each property was best evaluated as an individual resource.

The results of this intensive-level investigation and NRHP evaluation are presented in the following chapters of this report. This report complies with the basic requirements of Section 106 of the National Historic Preservation Act of 1966, as amended; the Department of Transportation Act of 1966, as amended; the Department of Transportation regulations and procedures (23 CFR 771 and Technical Advisory T 6640.8A); the Advisory Council on Historic Preservation regulations on the Protection of Historic Properties (36 CFR 800); and NCDOT’s current Historic Architecture Group Procedures and Work Products and the HPO’s Report Standards for Historic Structure Survey Reports/Determinations of Eligibility/Section 106/110 Compliance Reports in North Carolina.

### 3.0. Howard Amoco (HW603)

Resource Name	Howard Amoco
HPO Survey Site #	HW0603
Location	119 Pisgah Drive, Canton
PIN	8656-88-9754
Date(s) of Construction	Circa 1930, 1950
Recommendation	Not Eligible



#### 3.1. DESCRIPTION AND SETTING

Howard Amoco (HW0603) is located within the city limits of Canton, in Haywood County, North Carolina at 119 Pisgah Drive, approximately 0.25 mile south of downtown Canton on the east side of the Pigeon River (Figure 3.1). The property is situated close to the road at the intersection of Pisgah Drive (NC 110), Holtzclaw Road, and Locust Street (Figures 3.2-3.4). During fieldwork, it was observed that the intersection was extremely busy with traffic, including large trucks heading in both directions. The majority of the buildings in the immediate vicinity of Howard Amoco are single-family homes. The Howard Amoco building sits on the south third of a 0.36-acre lot, which is bounded by Johnson Street on the south, Pisgah Drive on the west, Holtzclaw Street on the north, and a residence located at 107 Johnson Street on the east. Automobiles in various states of repair occupy the remaining two-thirds of the parcel.

HISTORIC STRUCTURES SURVEY REPORT OF THE  
INTERSECTION OF NC 110 (PISGAH DRIVE) AT LOCUST STREET IN CANTON

Figure 3.1. Site Plan of Howard Amoco (HW 0603)



Source: ESRI World Imagery (2017)



HISTORIC STRUCTURES SURVEY REPORT OF THE  
INTERSECTION OF NC 110 (PISGAH DRIVE) AT LOCUST STREET IN CANTON

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Figure 3.2. Looking Toward Project Area from Howard Amoco



Figure 3.3. Looking North on NC110 at Howard Amoco



Figure 3.4. Looking Southeast at the Project Area and Howard Amoco



### 3.2. INVENTORY LIST

#### 3.2.1. Howard Amoco, Circa 1930; Circa 1950

Howard Amoco is a small, one-story automotive garage that faces west (Figure 3.5). The main structure is rectangular and consists of a small office and a canopy that served as a refueling area, both contained under a steeply pitched gable-front roof (Figures 3.6 and 3.7). The office section



Figure 3.5. Howard Amoco, West Side



Figure 3.6. Howard Amoco, Canopy and Office



Figure 3.7. Howard Amoco, West Side

HISTORIC STRUCTURES SURVEY REPORT OF THE  
INTERSECTION OF NC 110 (PISGAH DRIVE) AT LOCUST STREET IN CANTON

measures approximately 19 feet wide by 24 feet long. It is veneered with textured brick and has three bays on its façade, with entrance door occupying the center bay (Figure 3.8). The door is solid and paneled and is a replacement. The six-over-one double hung windows that flank the door are original to the structure (see Figure 3.8). There are two identical windows on the north elevation (Figure 3.9). The east and south elevations of the original structure are obscured by non-historic additions. There is a small internal chimney located near the back of the building on the composition shingle gable roof.



Figure 3.8. Howard Amoco, West Wall of Office



Figure 3.9. Howard Amoco, North Side



The refueling canopy projects out from the office approximately 15 feet and is also 19 feet wide (see Figure 3.5). The canopy is supported at the front by two square brick columns at each corner with a low concrete island between them, where at least two fuel pumps were formerly located, as shown by a photograph taken circa 1980 (Figure 3.10). Currently, the space is being used to store tires (see Figure 3.5). The ceiling of the canopy is clad in bead board with a single light fixture in the center. The gable end of the roof, which is facing Pisgah Street, is clad in shingles over the canopy. There is an aluminum-framed window centered in the gabled end.



*Figure 3.10. Howard Amoco, Circa 1980*

Attached to the south side of the gable-roof structure is a circa 1950 one-story concrete block structure measuring 28 feet wide by 28 feet long (Figure 3.11), which houses a two-car service bay. It was built on a slab foundation and the roof is flat. The façade is brick veneer with two garage door openings. The south elevation wall is stucco with two two-over-two aluminum frame windows (Figure 3.12). The top of the wall has two steps and is capped with terra cotta coping (Figure 3.13).

HISTORIC STRUCTURES SURVEY REPORT OF THE  
INTERSECTION OF NC 110 (PISGAH DRIVE) AT LOCUST STREET IN CANTON

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*Figure 3.11. Oblique of West and South Sides*



*Figure 3.12. South Side Detail*



*Figure 3.13. Oblique of South and East Sides*



At the rear of the building is a shed roof addition with a metal roof and vertical board walls, likely used for storage, built around 2010 (Figure 3.14). There is a door centered in the gable end on the rear, with a small deck and stairs that wrap around to the north of the building (Figure 3.15). At the front of the building, a metal roof lean-to was added around 2013 to shade the garage bays (see Figure 3.11).



Figure 3.14. *Howard Amoco, East Side*



Figure 3.15. *Howard Amoco, East Side Detail*

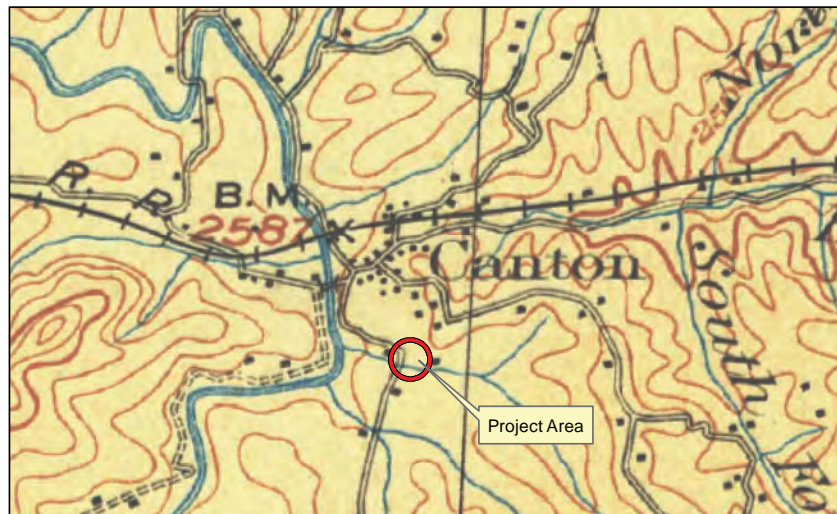
### 3.3. HISTORY

In 1793, the North Carolina General Assembly declared Western North Carolina open to white settlement and Haywood County was formed from a part of Buncombe County in 1808. Waynesville was and still is the county seat. For the first 80 years, largely due to the difficulty in traversing the mountains, Haywood County was sparsely populated with small subsistence farms. Residents of this remote area learned to rely on themselves and their neighbors for survival. The ford of the Pigeon River became a popular meeting spot for mountain residents because of its accessibility and, in 1837, a post office was founded there. Over the years, it was known by several names, including Pigeon River, Pigeon Ford,

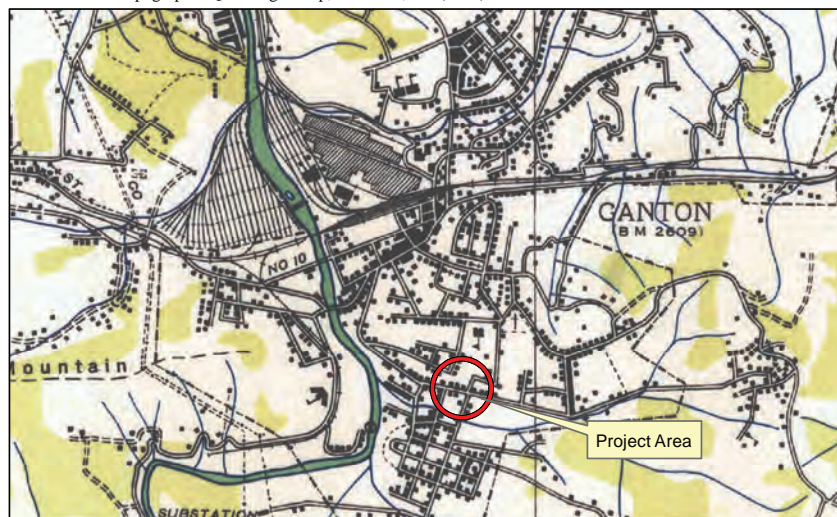
and Ford of Pigeon. The Western Turnpike, a road from Asheville to the Tennessee state line, was finished in 1856 and increased the flow of traffic, commerce, and subsequent settlement in the area.

The railroad from the eastern half of the state was completed to Pigeon River in 1881, where it stopped temporarily due to financial complications. Essentially, Pigeon River was the “end of the line” for three years, during which time the area gained prominence and the village that grew up around the region’s most important shipping point was incorporated in 1889. The railroad also made the area more accessible to businesses that wanted to exploit the region’s natural resources, as well vacationers. By the turn of the twentieth century, Pigeon River would have a flourishing resort and manufacturing economy. In 1894, the town was rechristened “Canton” after an iron truss bridge that was ordered to span the Pigeon River from the Wrought Iron Bridge Company in Canton, Ohio.

Canton would be forever transformed when the Champion Coated Paper Company decided to locate its subsidiary Champion Fibre Company in Canton in 1906 in order to source wood pulp from the area’s vast timber resources. After the mill’s construction, the population of the town grew from 230 in 1900 to 1,400 in 1910. By 1930, Canton was the largest town in North Carolina west of Asheville with 5,000 people. Champion continued to operate, even thrive, during the Great Depression, and that growth is reflected in the housing stock of Canton, which primarily represents the era from 1906 through the 1930s. Figure 3.16 illustrates this growth. Although was responsible



Source: USGS Topographic Quadrangle Map, Asheville, NC (1901)



Source: USGS Topographic Quadrangle Map, Canton, NC (1935)

Figure 3.16. 1901 and 1935 Topographic Maps of Canton, North Carolina



for building many houses for its employees, such as the Fiberville community on the west bank of the Pigeon River in northwest Canton, other houses were built by individuals, some who worked for Champion and others who were merchants or professionals that were drawn to the prosperous town. The enormous mill was constructed on bottomland along the Pigeon River and continues to be a dominating physical presence in the town while houses occupy the surrounding hillsides (Bishir et al. 1999:345).

According to the 1980 survey, Howard Amoco was built by Wiley Johnson, a prominent Canton physician, around 1930. The concrete-block service bays were added about 1950. Lon C. (Pop) Rollins is listed in the 1937-1938 Canton City Directory as the proprietor of the filling station (Figure 3.17). He and his wife, Pearl, also lived on the property at that time, but soon moved across the street to 120 Pisgah Drive. By 1950, their son, Curtis E. and his wife Hazel Rollins

are listed as running the filling station, while Lon and Winnie C. Rollins are running a grocery directly across the road at 118 Pisgah (no longer extant), and living at 110 Pisgah. By 1956-1957, Mack V. and Fay M. Howard were operating the station as Howard Shell Service Station. Tillman M. Howard was an attendant. According to the 1960-1961 City Directory, it was still a Shell station run by the Howards, who eventually switched it over to an Amoco franchise. When Ms. Wells surveyed the property in 1980, Mr. and Mrs. Doug Walker owned it. The Walker descendants sold the property to Mountain Realty in 2001, which still owns it. The current tenant is Black Bear Transmission.

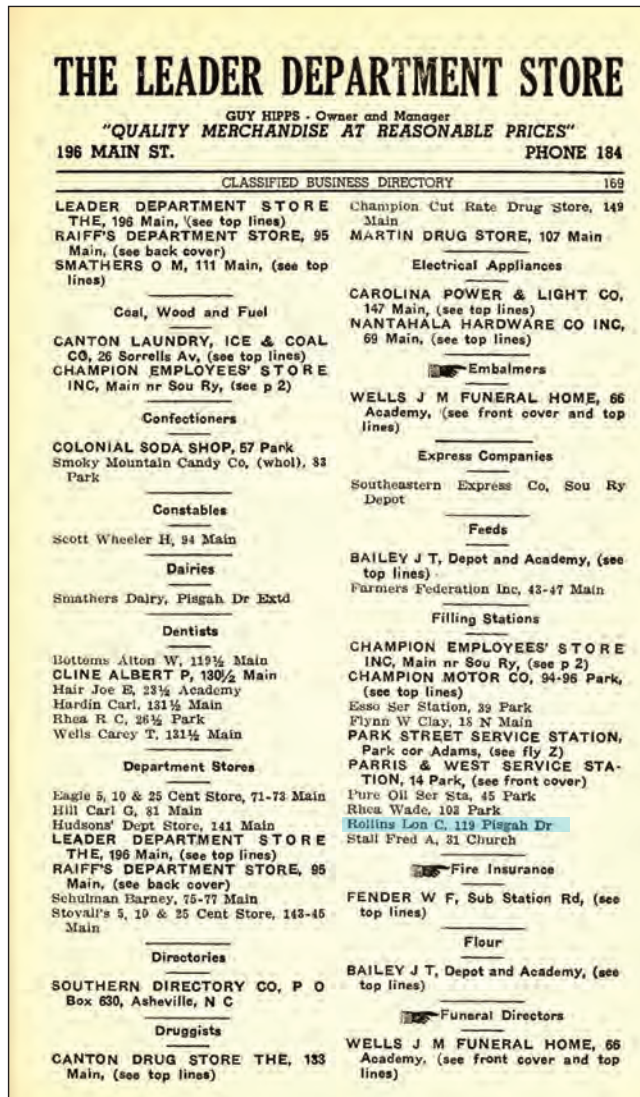


Figure 3.17. 1937-1938 Canton City Directory

### 3.4. NRHP EVALUATION

#### 3.4.1. Commercial/Automotive Context

As the culture of America became more and more automobile oriented in the 1920s and 1930s, gasoline stations occupied prime locations across the country, on main streets in small towns, along well-traveled highways, and on suburban corners. According to the National Park Service,

...they are one of America's most common commercial building types and are emblematic of the twentieth century. Surviving historic stations are physical reminders of the transportation revolution and the influence of increased mobility on the landscape. They are a reflection of car culture, pop culture, corporate standardization, and an era of customer service that today seems quaint (Randl 2008).

Clearly, gas stations did not exist before the invention of the automobile, and for many years filling a car with gas was a dangerous activity that usually required filling a glass container and pouring it into the fuel tank by hand. After the invention of the gas pump in 1905, businesses including car dealerships, grocery stores, restaurants, and hardware stores began installing pumps to serve their customers. It took several more years for stand-alone structures, whose main purpose was the sale of gasoline, to emerge as a building type. The first of these were very rudimentary structures, with little more than a shelter of some kind for the attendant and a pump. As the building type evolved, canopies that sheltered the refueling area became a common feature (Randl 2008). One source estimates that service stations numbered about 15,000 nationally in 1920, but had grown to 124,000 by 1930 (Gatza 1997).

As gas stations made their way into residential neighborhoods and residents began to complain, the industry responded by adopting residential type architecture to make their stations look more like houses. This is called the "House-Type" in gas station typology. Many even reflected the popular architectural styles of the period, such as Colonial Revival, English Cottage, Mission Revival, Moderne and Modernist (Randl 2008).

The Howard Amoco was built circa 1930. The 1937-1938 edition of the Canton City Directory listed the station at 119 Pisgah Drive, as well as nine other businesses under the heading of "Filling Stations" (see Figure 3.17). The locations of the ten stations listed that year were visited during fieldwork; only the Howard Amoco (HW0603) is still extant.

A search of subsequent city directories revealed that a mid-1950s gas station was built in Canton at 162 Pisgah Drive. The building, designed with connected garage and office wings, is now being used as a restaurant, the Black Bear Café (Figure 3.18A). A search of the HPOWEB did not reveal any NRHP or study-listed service stations in Haywood County. There are two 1930s-era gas stations individually listed on the NRHP in the state: the Beam's Shell Service Station and Office (GS0032) in Gaston County and circa 1930 bright yellow clamshell-shaped service station in Winston-Salem (FY0015).

HPOWEB records several unevaluated service stations in neighboring counties. One station is study-listed in Transylvania County to the south, but it is a 1963 Modernist station. Five 1920s-era historic gas stations were identified in neighboring Buncombe County including a circa 1925 Spanish Mission style station (BN 0045) at the corner of Montford and Courtland avenues, which



HISTORIC STRUCTURES SURVEY REPORT OF THE  
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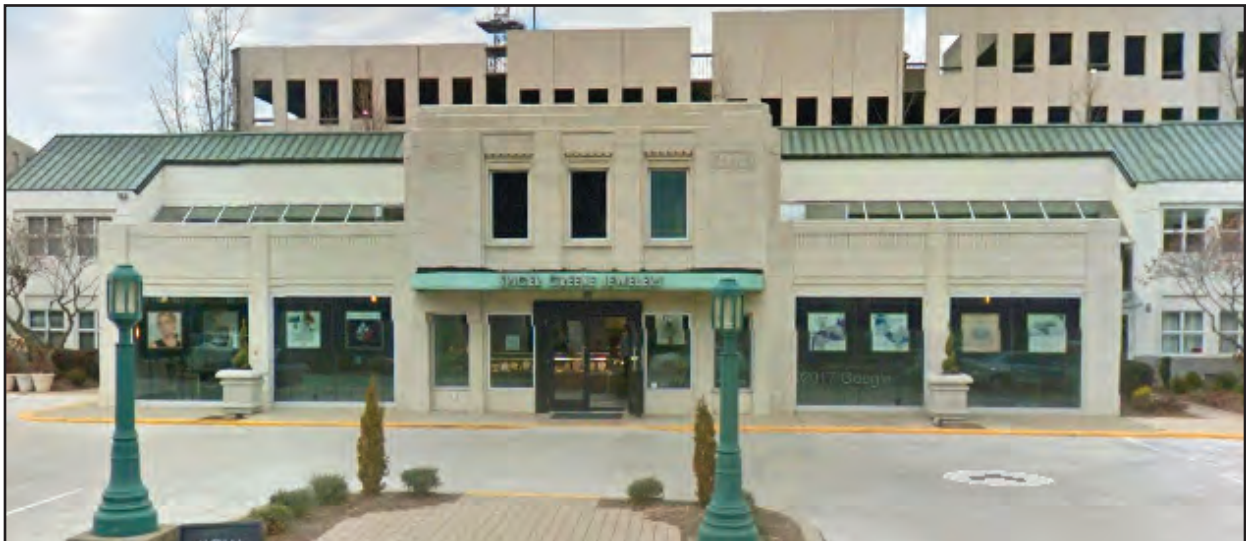
Figure 3.18. Examples of Gas Stations, 1 of 2



A. Circa 1955 (former) Gas Station, 162 Pisgah Drive, Now Black Bear Café



B. BN 0045, (former) Exxon Gas Station, Circa 1925



C. BN 2369, (former) Shell Gas Station, Circa 1928

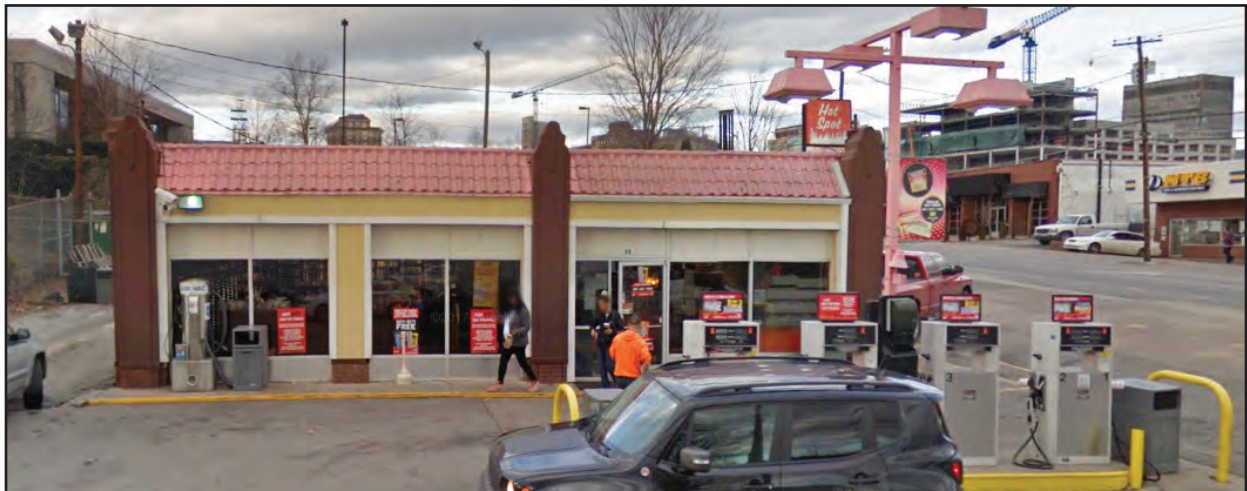


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INTERSECTION OF NC 110 (PISGAH DRIVE) AT LOCUST STREET IN CANTON

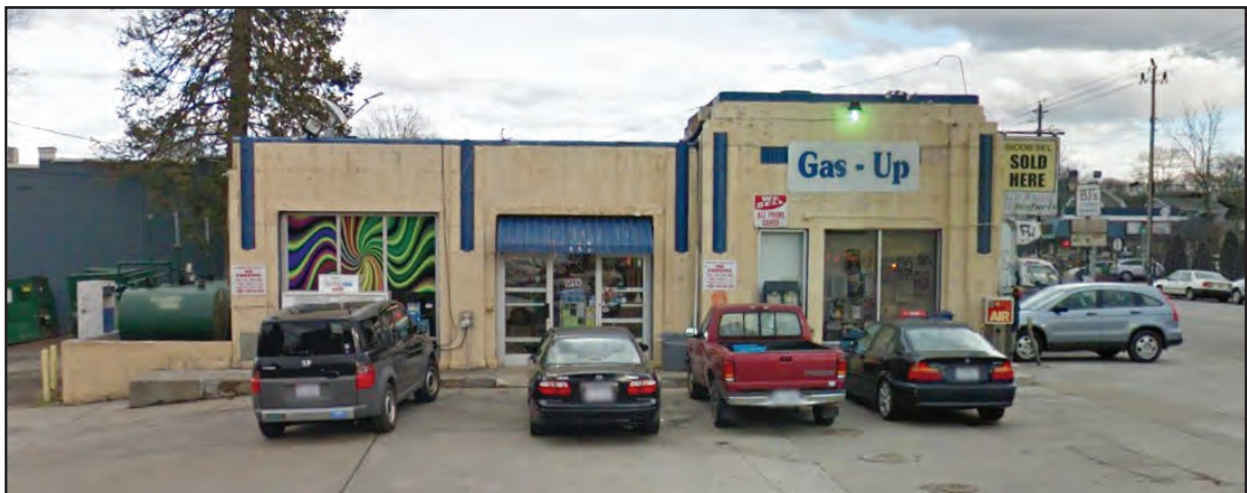
Figure 3.19. Examples of Gas Stations, 2 of 2



A. BN 0665, (former) Smile Gas Station, Circa 1925



B. BN 1842, (former) Gas Station, Circa 1915



C. BN 2254, (former) McGeachy Filling Station Building, Circa 1935

is now used as a restaurant (Figure 3.18B); a 1928 Art Deco Station (BN 0039) located within the boundary of the NRHP-listed Downtown Asheville Historic District, now a jeweler (Figure 3.18C); a Moderne station (BN0065) at the corner of Biltmore Avenue and Bryson Street, now a Precision Tune Auto Care and heavily altered with a bright red metal truncated hip roof (Figure 3.19A); a 1915 Mission-style station (BN 1842) with a terracotta roof and infilled garage bays at the corner of Hilliard and Asheland avenues (Figure 3.19B); and another highly intact Art Deco station (BN 2254), that contributes to the West Asheville-Aycock School Historic District (Figure 3.19C).

#### *3.4.2. Integrity*

A property must retain a high degree of integrity in order to be considered for listing on the NRHP. The circa 1930 Howard Amoco Station remains in its original location. The setting of the resource appears to be much the same as it was historically, on a two-lane road on the south side of town, surrounded primarily by residential structures built just before or around the same time as the station itself. Howard Amoco has lost integrity in the areas of design, materials, and workmanship. The original design of the station consisted of just a small rectangular building that housed an enclosed brick office area and a covered refueling area, both under the same gable-front roof, commonly referred to as a “house and canopy.” In the 1950s, the concrete block, two-bay service area was added to the south wall of the original structure. More recently, a shed roof addition was built across the back of the structure around 2010. Around 2013, a lean-to was attached to the front of the service bays, obscuring them. Additions to the structure also include the construction of a rear deck and staircase. The structure has also lost some of its historic materials, including the original door, fuel pumps, and signage. Large lettering over the service bays in a 1980 photograph clearly identify it as an Amoco station. Although the building is still being used to repair automobiles, it has lost integrity of association, no longer functioning as a gas station, the purpose for which it was built. The combination of additions, loss of original materials, and cluttered condition of the property have contributed to a loss of feeling and the resource no longer conveys the historic sense of a 1930s filling station.

#### *3.4.3. Evaluation*

Properties can be eligible for the NRHP under Criterion A if they are associated with a significant event or pattern of events that have made contributions to the history at the local, state, or national level. Howard Amoco (HW0603) was evaluated under the themes of transportation and commerce and was found to have a local level of significance as a 1930 service station. Howard Amoco is associated with the rise of automobile culture in the early twentieth century and represents a business type that developed to serve and profit from that culture. Howard Amoco appears to have been built as an independent station, although it operated as both a Shell and Amoco franchise later in

its existence. In the 1937-1938 Canton City Directory, there were nine listings under the heading of "Filling Station," all of them were located in downtown Canton with the exception of Howard Amoco, which was sited on the main route in and out of town to the south, now known as Pisgah Drive (NC 110). The Howard Amoco is the only 1930s-era service station in Canton that survives, although in an altered state. *Due to a lack of integrity of design, materials, workmanship, feeling and association, Howard Amoco no longer conveys its historic associations with transportation and commerce and therefore is recommended not eligible for listing for the NRHP under Criterion A.*

Properties can be eligible for the NRHP under Criterion B if they are associated with persons significant within community, state, or national historic contexts. The station was built by Wiley Johnson and had a series of local owners through the years. None of these owners are known to have made historically significant contributions to the local community. No associations with persons found to be historically significant within local, state, or national historic contexts were discovered during historical research. *Therefore, Howard Amoco is not recommended eligible for listing for the NRHP under Criterion B.*

Properties may be eligible under Criterion C if they embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic value. Howard Amoco is an extant example of an independent 1930s filling station that was not originally associated with any corporate identity. The original structure consists of an office and fuel bay under a steeply-pitched gable front roof, with a fuel island located under the roof near the street. Additions to the building include the two-bay service area, the shed roof addition, to the rear, the lean-to over the front of service bay, and the deck and stairs at the rear. The fuel pumps are no longer extant. Due to these changes, the service station no longer conveys its historical appearance. Even if it were intact, Howard Amoco does not possess significance in its design or architectural features that would qualify it for individual listing in the NRHP. Despite the seeming shortage of this type of resource in the immediate area, Howard Amoco does not stand out as a good example of the type, nor does it possess the integrity required for individual listing. *Therefore, Howard Amoco is recommended not eligible for the NRHP under Criterion C.*

It is unlikely that additional study of this property would yield any unretrieved data not discoverable through informant interviews and documentary sources. *Therefore, the Howard Amoco is recommended not eligible for the NRHP under Criterion D.*



#### 4.0. 1 Holtzclaw Street (HW659)

Resource Name	1 Holtzclaw Street
HPO Survey Site #	HW0659
Location	1 Holtzclaw Street, Canton
PIN	8656-88-9846
Date(s) of Construction	1932
Recommendation	Not Eligible



#### 4.1. DESCRIPTION AND SETTING

1 Holtzclaw Street (HW0659) is located within the city limits of Canton, in Haywood County, North Carolina, approximately 0.25 mile south of downtown Canton on the east side of the Pigeon River. The house is situated close to the road at the intersection of Pisgah Drive (NC 110), Holtzclaw Road, and Locust Street (Figure 4.1). During fieldwork, it was observed that the intersection was extremely busy with traffic, including large trucks heading in both directions. The majority of the buildings in the immediate vicinity of 1 Holtzclaw Street are single-family homes, although there are two businesses at the intersection of Pisgah Drive within the viewshed of the resource (Figure 4.2). The house is located in the southwest corner of a 0.65-acre parcel of land that is bounded by Holtzclaw Street on the south, Locust Street on the west and north, and another residential parcel on the east. A retaining wall and narrow sidewalk also border the property on the south and west sides, with cuts for steps and a driveway to approach the house from Holtzclaw Street. In addition to the house, there are two outbuildings located on the parcel, a garage and storage shed. Landscaping consists of a large area of grass and some mature trees near house.



HISTORIC STRUCTURES SURVEY REPORT OF THE  
INTERSECTION OF NC 110 (PISGAH DRIVE) AT LOCUST STREET IN CANTON

Figure 4.1. 1 Holtzclaw Street, Site Plan



Source: ESRI World Imagery (2017)





*Figure 4.2. View of Project Area from 1 Holtzclaw Street*

## 4.2. INVENTORY LIST

### 4.2.1. 1 Holtzclaw Street, Circa 1932

1 Holtzclaw Street is a small, one-story, frame house that possesses elements of the Craftsman architectural style (Figure 4.3). The main block of the house is rectangular and sits on a continuous brick foundation. The low-pitched gable front roof is clad in composition shingles and has projecting eaves that have been boxed in with synthetic siding along with the gable ends (Figure 4.4). The exterior walls of the house are clad in asbestos shingle, for the most part, but red brick is also used for the walls of the porch and a projection on the east wall (Figure 4.5).



*Figure 4.3. 1 Holtzclaw Street, South Side*





*Figure 4.4. 1 Holtzclaw Street, Eave Detail*



*Figure 4.5. 1 Holtzclaw Street, East Side*



The façade of 1 Holtzclaw Street faces south and has three asymmetrical bays, with the front door occupying the center bay (Figure 4.6-4.7). To the right is a single one-over-one window and to the left is a pair of one-over-one windows. The one-over-one wood sash windows may be



*Figure 4.6. 1 Holtzclaw Street, Eave Detail*



*Figure 4.7. 1 Holtzclaw Street, Front Door Detail*

replacements of the original windows. A partial-width, L-shaped porch projects from the façade and wraps around to the east wall of the house (Figure 4.8-4.9). The walls of the porch are textured red brick arranged in a running bond pattern and are punctuated by small eyebrow arches near the porch floor that were likely placed for ventilation (Figure 4.10). Eight concrete steps leading up from the lawn provide access to the porch, which is supported by three tapered wood columns that sit on square brick piers with concrete caps (see Figures 4.3, 4.6, and 4.9). The porch ceiling is clad in synthetic siding. The house is slightly raised, allowing for daylight windows in the crawlspace/basement, visible on the porch walls under the eyebrow vents.



*Figure 4.8. 1 Holtzclaw Street, East Side of Porch*





Figure 4.9. 1 Holtzclaw Street, Detail of Porch Steps



Figure 4.10. 1 Holtzclaw Street, Detail of Porch Vent and Basement/Crawl Space Windows

The east wall of the house has a projecting anteroom with a gable roof that is historic, and likely original to the house, appearing on the 1945 Sanborn Map of Canton (Figures 4.11-4.12). The walls of the anteroom are textured brick, like the porch walls. There is an offset door flanked by a pair of one-over-one windows on the left and a three-light awning window on the right, on the east wall. The rear (north facing) wall of the house is clad in asbestos shingle, with the exception of the anteroom, which has another three-light awning window on this wall (Figure 4.13). There is also a pair of four-over-one historic windows and a single one-over-one historic window. In the center of the wall, the historic window has been replaced with a smaller vinyl window. The west wall of the house is obscured by vegetation and was not documented.



Figure 4.11. 1 Holtzclaw Street, East Side





*Figure 4.12. 1 Holtzclaw Street, East Side*



*Figure 4.13. 1 Holtzclaw Street, North Side*





Figure 4.14. 1 Holtzclaw Street, Garage, South Side



Figure 4.15. 1 Holtzclaw Street, Garage, Roof



Figure 4.16. 1 Holtzclaw Street, Shed, East Side



Figure 4.17. 1 Holtzclaw Street, Steps to Back of Lot

To the east of the house is a small cinder block garage with a gable front roof (Figures 4.14-4.15). The south facing garage was built into the side of a hill on the property. Two hinged doors are bead board. The walls of the garage are barely visible from the sides, being built into the earth, but there is some brick near the front of the west wall, as well as exposed rafter tails under the eaves. The garage does appear on the 1945 Sanborn Map of Canton.

#### 4.2.3. Shed, 1950

A shed located on the hill behind the house does not appear on the 1945 Sanborn Map of Canton. It is a small, windowless rectangular cinder block building with a gable-on-hip roof and deep eaves (Figures 4.16-4.17). Knee braces support the eaves at the front corners of the shed. There is a paneled door on the east wall of the shed. The north and west walls of the shed were inaccessible due to overgrown vegetation.

### 4.3. HISTORY

In 1793, the North Carolina General Assembly declared Western North Carolina open to white settlement and Haywood County was formed from a part of Buncombe County in 1808. Waynesville was and still is the county seat. For the first 80 years, largely due to the difficulty in traversing the mountains, Haywood County was sparsely populated with small subsistence farms. Residents of this remote area learned to rely on themselves and their neighbors for survival. The ford of the Pigeon River became a popular meeting spot for mountain residents because of its accessibility and, in 1837, a post office was founded there. Over the years, it was known by several names, including Pigeon River, Pigeon Ford, and Ford of Pigeon. The Western Turnpike, a road from Asheville to the Tennessee state line, was finished in 1856 and increased the flow of traffic, commerce, and subsequent settlement in the area.

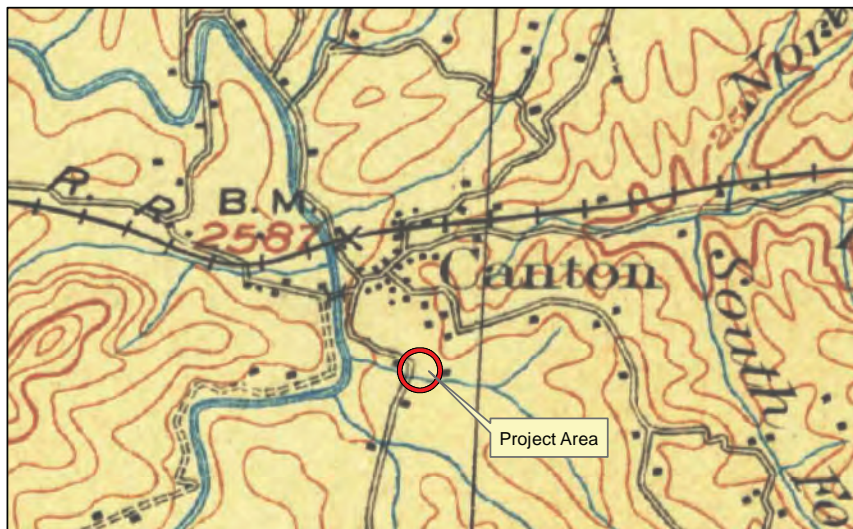
The railroad from the eastern half of the state was completed to Pigeon River in 1881, where it stopped temporarily due to financial complications. Essentially, Pigeon River was the “end of the line” for three years, during which time the area gained prominence and the village that grew up around the region’s most important shipping point was incorporated in 1889. The railroad also made the area more accessible to businesses that wanted to exploit the region’s natural resources, as well vacationers. By the turn of the twentieth century, Pigeon River would have a flourishing resort and manufacturing economy. In 1894, the town was rechristened “Canton” after an iron truss bridge that was ordered to span the Pigeon River from the Wrought Iron Bridge Company in Canton, Ohio.

Canton would be forever transformed when the Champion Coated Paper Company decided to locate its subsidiary Champion Fibre Company in Canton in 1906 in order to source wood pulp from the area’s vast timber resources. After the mill’s construction, the population of the town grew from 230 in 1900 to 1,400 in 1910. By 1930, Canton was the largest town in North Carolina west of Asheville with 5,000 people. Champion continued to operate, even thrive, during the Great Depression, and that growth is reflected in the housing stock of Canton, which primarily represents the era from 1906 through the 1930s. Figure 4.18 illustrates this growth. Although the mill was responsible for building many houses for its employees, such as the Fiberville community on the west bank of the Pigeon River in northwest Canton, other houses were built by individuals, some who worked for Champion and others who were merchants or professionals that were drawn to the prosperous town. The enormous mill was constructed on bottomland along the Pigeon River and continues to be a dominating physical presence in the town while houses occupy the surrounding hillsides (Bishir et al. 1999:345).

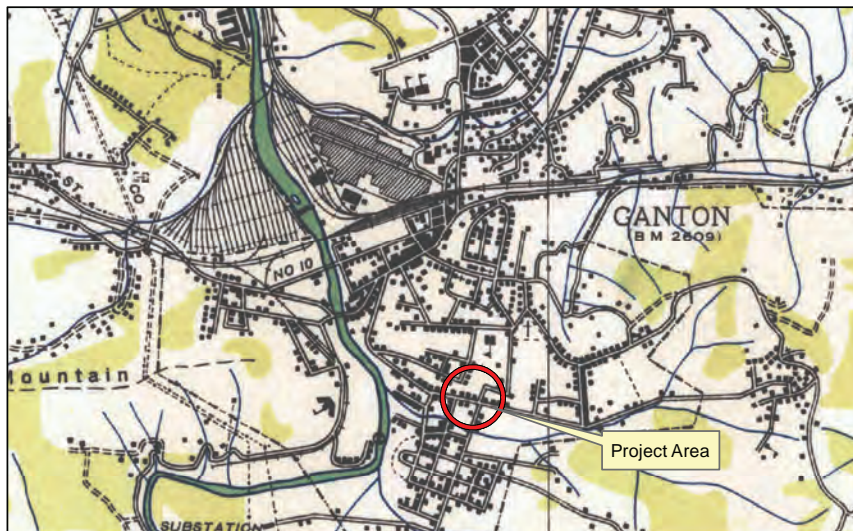
According to the Haywood County Tax Assessor’s records, 1 Holtzclaw Street was built in 1932. The 1937-1938 Canton City Directory lists Lloyd H. and Hettie Baldwin as the owners and residents of the house. Lloyd worked as an engineer at CP&F. The Baldwins owned the house for the remainder of their lives, bequeathing it to their children, Jack and Colleen, who sold it to the current owner, Bettye Conley, in 1990.



Figure 4.18. 1901 and 1935  
Topographic Maps of Canton,  
North Carolina



Source: USGS Topographic Quadrangle Map, Asheville, NC (1901)



Source: USGS Topographic Quadrangle Map, Canton, NC (1935)

#### 4.4. NRHP EVALUATION

##### 4.4.1. Craftsman Style Architectural Context

Nationally, the Craftsman style was popular for both architect designed and mass-produced residential architecture from the 1910s to the mid-1920s. The style traces its roots to 1903 in Southern California, where the architectural firm of Greene and Greene of Pasadena practiced until 1914. The Greene brothers were the style's progenitors and proponents. The Greenes' designs drew heavily from the English Arts and Crafts Movement and Asian-inspired motifs. The style spread across the country as smaller, scaled down versions of high-style California Craftsman houses were mass-produced and sold as "kit houses" by Sears, Roebuck and Company, the Aladdin Company, and others. One-story Craftsman houses, often known as "bungalow" became the most popular style of newly constructed houses in the U.S. during the 1910s and 1920s (McAlester 2013:578). In non-urban parts of the county that were slower to adopt national tastes, the style persisted until the mid-1930s.



Craftsman houses typically have shallow-pitched roofs and porches. The most common forms are one or 1.5 stories in height with the latter often displaying roof dormers. Interiors possess casual, flowing floor plans and exteriors utilize natural and textured materials such as shingles, brick, stucco and rustic stone. Structure is expressed in unfinished eave overhangs, exposed rafter tails or eave braces or brackets, and heavy battered, or sloped, porch posts. Windows have many configurations but three or four-over-one sashes were especially common.

The Craftsman style was popular in Canton in the 1910s, 1920s, and 1930s and is found in company-built neighborhoods as well as ones where houses were built by individuals. 120 Pisgah Drive and 1 Holtzclaw Street, both in the project APE, are examples of the style. Both houses display the slow-slung form, battered porch supports with brick bases, and eave brackets that are typical elements of the Craftsman style. The Pennsylvania Avenue-Academy Street neighborhood (HW0600) north of the project area was developed lot-by-lot by individual owners who worked as doctors, lawyers, merchants and mill professionals (Bishir et al. 1999:347). The Sechrest House at 29 Pennsylvania Avenue (1910) and the Dickson House at 37 Pennsylvania Avenue (1920) both exhibit Craftsman elements including exposed eaves, roof dormers, and broad porches (Figure 4.19A-B). The standardized Craftsman bungalows of the Fiberville community were built for lower level employees of the Champion Fiber Company. More fully detailed Craftsman bungalows were erected in the Hampton Heights neighborhood (HW0155; DOE 2002)

Numerous Craftsman-style or influenced houses were built between 1910 and 1940 immediately surrounding the project area. The presence of these houses, here and throughout Canton, attests to the popularity of the style and the need for worker and middle-class housing as the town expanded. Pisgah Drive and its side streets display several examples of houses built in this style. 143 Pisgah Drive was built in 1920 (Figure 4.19C). It is a 1.5-story side gable house that has decorative knee braces and shingles in the gable ends. The front-gabled broad porch is supported by wood columns on brick bases. 144 Pisgah Drive (1927) is also a 1.5-story side gable house (Figure 4.19D). It features battered wood porch columns and a shed-roof dormer. 146 Pisgah Drive (1925) is another 1.5-story home with similar massing, a broad porch, and decorative eave bracing (Figure 4.19E). 39 Poplar Street (1928) is one-story with a gable roof, wrapped porch, and tapered columns with brick piers (Figure 4.19F). Two more examples of obvious Craftsman elements can be found on Wesley Street, south of the project area (Figure 4.19G-H).

#### *4.4.2. Integrity*

In order to be eligible for the NRHP, a property must possess several, usually the majority, of the seven aspects of integrity: location, setting, design, materials, workmanship, feeling, and association. 1 Holtzclaw Street remains on its original site and retains its historic setting, feeling, and associations. The house retains its historic form and massing, but has lost integrity of its

HISTORIC STRUCTURES SURVEY REPORT OF THE  
INTERSECTION OF NC 110 (PISGAH DRIVE) AT LOCUST STREET IN CANTON

Figure 4.19. Examples of Craftsman Style Homes



A. 29 Pennsylvania Avenue; B. 37 Pennsylvania Avenue; C. 143 Pisgah Drive; D. 144 Pisgah Drive;  
E. 146 Pisgah Drive; F. 39 Poplar Street; G. 57 Wesley Street; H. 62 Wesley Street



design, materials, and workmanship due to the replacement and encasement of some of its historic fabric. The majority of the windows appear to be replacements and at some point, the house was clad in asbestos siding. Additionally, the gable-ends, eaves, and porch ceiling have been clad in synthetic siding.

#### 4.4.3. Evaluation

Properties can be eligible for the NRHP if they are associated with a significant event or pattern of events that have made contributions to history at the local, state, or national level. 1 Holtzclaw Street was not found to be associated with a specific historic event. It is one of hundreds of houses that were built during the early twentieth century to house Canton's swelling population, which jumped from 230 in 1900 to 5,117, its peak, in 1930. This growth was solely attributable to CP&F's decision to locate their plant in Canton in 1906. CP&F employed approximately 3,000 people by 1930 and was highly involved in building or providing financing for the construction of modest employee housing. Local professionals also built their own larger, more fashionable dwellings in neighborhoods such as Hampton Heights and the Pennsylvania Avenue Street area. 1 Holtzclaw Street is associated with the development of Canton affected by CP&F; however, this association is not significant or exceptional as virtually every house in Canton from the 1906-1930 time period is a product of the CP&F-driven economy. The house does not possess the requisite "important association" with this historical pattern of events. *Therefore, 1 Holtzclaw Street is recommended not eligible for the NRHP under Criterion A.*

Research conducted for this project did not identify members of the Baldwin family as significant within community, state, or national historic contexts. The Baldwins were long-time, active residents of the community but are not known to have made historically significant individual contributions. *Therefore, 1 Holtzclaw Street is recommended not eligible under Criterion B.*

Properties may be eligible under Criterion C if they embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic value. 1 Holtzclaw Street is a modest house with Craftsman elements that lacks integrity due to the loss and masking of some of its historic material. Even intact, the house does not possess significant design or architectural details that would qualify it for individual NRHP eligibility. More sophisticated and more intact examples of the Craftsman architectural style can be found in many Canton neighborhoods, as outlined in the Architectural Context section of this report. *Therefore, 1 Holtzclaw Street is recommended not eligible for the NRHP under Criterion C.*

It is unlikely that additional study of this property would yield any unretrieved data not discoverable through informant interviews and documentary sources. *Therefore, 1 Holtzclaw Street is recommended not eligible for the NRHP under Criterion D.*



5.0. 113 Pisgah Drive (HW660)

Resource Name	113 Pisgah Drive
HPO Survey Site #	HW0660
Location	113 Pisgah Drive, Canton
PIN	8656-88-7915
Date(s) of Construction	1932
Recommendation	Not Eligible



5.1. DESCRIPTION AND SETTING

113 Pisgah Drive (HW660) is located within the city limits of Canton, in Haywood County, North Carolina, approximately one-quarter mile south of downtown Canton on the east side of the Pigeon River (Figure 5.1). The house is situated on a hill overlooking the intersection of Pisgah Drive (NC 110), Holtzclaw Road, and Locust Street (Figure 5.2). During fieldwork it was observed that the intersection was extremely busy with traffic, including large trucks heading in both directions. The majority of the buildings in the immediate vicinity are single-family homes, although there are two businesses on Pisgah Drive within the viewshed of the resource. The house is located in the middle of a 0.29-acre parcel of land that is bounded by Pisgah Drive on the south, Hillside Street on the north, and residential parcels on the east and west. A substantial stone retaining wall approximately four feet in height borders the property on the south along Pisgah Drive with a cut for steps on the southeast corner of the parcel. In addition to the house, there is a detached two-story garage in the southwest corner of the parcel at the end of a short driveway entered from Pisgah Drive. Landscaping consists mostly of lawn with some foundation plantings.

HISTORIC STRUCTURES SURVEY REPORT OF THE  
INTERSECTION OF NC 110 (PISGAH DRIVE) AT LOCUST STREET IN CANTON

Figure 5.1. 113 Pisgah Drive, Site Plan



Source: ESRI World Imagery (2017)





Figure 5.2. 113 Pisgah Drive, View Toward Project Area

## 5.2. INVENTORY LIST

### 5.2.1. 113 Pisgah Drive, Circa 1930

113 Pisgah Drive is a 1.5-story brick veneered house exhibiting elements of the Period Cottage architectural style, including a steeply pitched roof with projecting gables, sweeping eave and door-width porch. The house has a continuous brick foundation and a cross-gable roof with secondary gable projections clad in composition shingle. The exterior walls are painted brick veneer. There is one internal chimney.

The south-facing façade of the house has a dominant projecting gable on the left with an eave that sweeps toward the façade's center and has exposed rafter tails (Figure 5.3). Under the sweep is a door-width porch containing the front entrance, which is accessed through an arch on the façade's wall (Figure 5.4). The door is rectangular and paneled with six lights near the top. There is a grouping of three four-over-four historic windows centered on the dominant gable, as well as a single window on the upper floor of the gable. A secondary gable is located on the right of the façade (see Figure 5.3). Projecting slightly, the gable contains a pair of six-over-six windows. Between the two gables and adjacent to the front door is a small fixed four-light window.





*Figure 5.3 113 Pisgah Drive, South Side*



*Figure 5.4. 113 Pisgah Drive, Entrance Detail*

The east wall of the house has another grouping of three four-over-four windows, as well as a single four-over-four window and a small window in the upper floor (Figure 5.5). The rear (north) wall of the house has exposed rafter tails in the eave and a variety of historic double hung windows. Stone veneer has been applied to the bottom half of the exterior wall (Figure 5.6). A shed roof addition that appears to be historic was built at the northwest corner of the house (Figure 5.7). The addition is clad in asbestos shingles and has pairs of eight-over-eight windows that wrap around the corners. The original section of the west wall next to the addition houses another grouping of four-over-four windows (Figure 5.8).



*Figure 5.5. 113 Pisgah Drive, South and East Side Oblique*





*Figure 5.6. 113 Pisgah Drive, North Side*



*Figure 5.7. North and West Sides Oblique, Rear Addition*



*Figure 5.8. 113 Pisgah Drive, West Side, Window Detail*



5.2.2. *Two-Story Garage, Circa 1940*

To the west of the house is a one-car-width two-story garage at the end of a short driveway off Pisgah Drive (Figure 5.9). The bottom half of the garage is clad in fieldstone and the top in asbestos shingle siding (Figures 5.10 and 5.11). It has a low-pitched gable roof with exposed rafter tails in the side eaves. There is a modern metal garage door in the façade's lower level and one three-over-one window in the upper level. The garage's upper floor is level with the house and is accessed by a paneled door on the east wall of the garage (Figures 5.12 and 5.13). The east wall also has two three-over-one windows. There is a small shed-roof addition at the rear of the garage. The garage appears on the 1945 Sanborn Map of Canton.



Figure 5.9. *Garage, as Seen from Pisgah Drive*



Figure 5.10. *Garage, West and South Sides Oblique*





*Figure 5.11. Garage, West Side, Siding and Window Detail*



*Figure 5.12. Steps From Garage to House*



*Figure 5.13. Garage, Upper Floor, East Side*



*5.2.3. Street Level Garage, 1932*

An interesting feature of the property is a double garage that was built into the bank and the stone retaining wall in front of 113 and 115 Pisgah Drive (Figure 5.14). There are two garage spaces, one serving each house; neither one is currently being used. The tax parcel maps show that each property owns part of the garage. The space on the left associated with 113 Pisgah Drive is missing half of its door. The homeowner indicated that the door had been blown off by the constant traffic and that it was too dangerous to be down on the road in order to fix it. A set of stairs that approach the houses is located in the retaining wall to the left of the garage (Figure 5.15).



*Figure 5.14. 113 Pisgah Drive, Garage on Pisgah Drive*



*Figure 5.15. Steps From  
Pisgah Drive to House*

### 5.3. HISTORY

In 1793, the North Carolina General Assembly declared Western North Carolina open to white settlement and Haywood County was formed from a part of Buncombe County in 1808. Waynesville was and still is the county seat. For the first 80 years, largely due to the difficulty in traversing the mountains, Haywood County was sparsely populated with small subsistence farms. Residents of this remote area learned to rely on themselves and their neighbors for survival. The ford of the Pigeon River became a popular meeting spot for mountain residents because of its accessibility and, in 1837, a post office was founded there. Over the years, it was known by several names, including Pigeon River, Pigeon Ford, and Ford of Pigeon. The Western Turnpike, a road from Asheville to the Tennessee state line, was finished in 1856 and increased the flow of traffic, commerce, and subsequent settlement in the area.

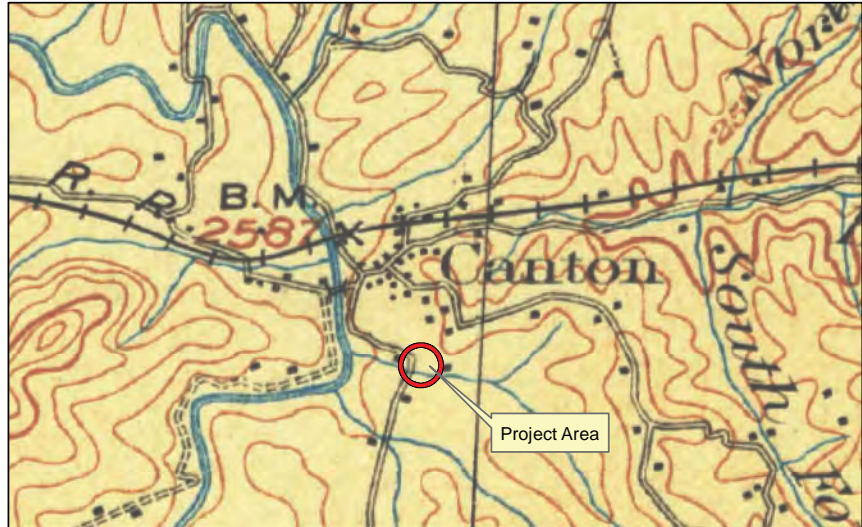
The railroad from the eastern half of the state was completed to Pigeon River in 1881, where it stopped temporarily due to financial complications. Essentially, Pigeon River was the “end of the line” for three years, during which time the area gained prominence and the village that grew up around the region’s most important shipping point was incorporated in 1889. The railroad also made the area more accessible to businesses that wanted to exploit the region’s natural resources, as well vacationers. By the turn of the twentieth century, Pigeon River would have a flourishing resort and manufacturing economy. In 1894, the town was rechristened “Canton” after an iron truss bridge that was ordered to span the Pigeon River from the Wrought Iron Bridge Company in Canton, Ohio.

Canton would be forever transformed when the Champion Coated Paper Company decided to locate its subsidiary Champion Fibre Company in Canton in 1906 in order to source wood pulp from the area’s vast timber resources. After the mill’s construction, the population of the town grew from 230 in 1900 to 1,400 in 1910. By 1930, Canton was the largest town in North Carolina west of Asheville with 5,000 people. Champion continued to operate, even thrive, during the Great Depression, and that growth is reflected in the housing stock of Canton, which primarily represents the era from 1906 through the 1930s. Figure 5.16 illustrates this growth. Although the mill was responsible for building many houses for its employees, such as the Fiberville community on the west bank of the Pigeon River in northwest Canton, other houses were built by individuals, some who worked for Champion and others who were merchants or professionals that were drawn to the prosperous town. The enormous mill was constructed on bottomland along the Pigeon River and continues to be a dominating physical presence in the town while houses occupy the surrounding hillsides (Bishir et al. 1999:345).

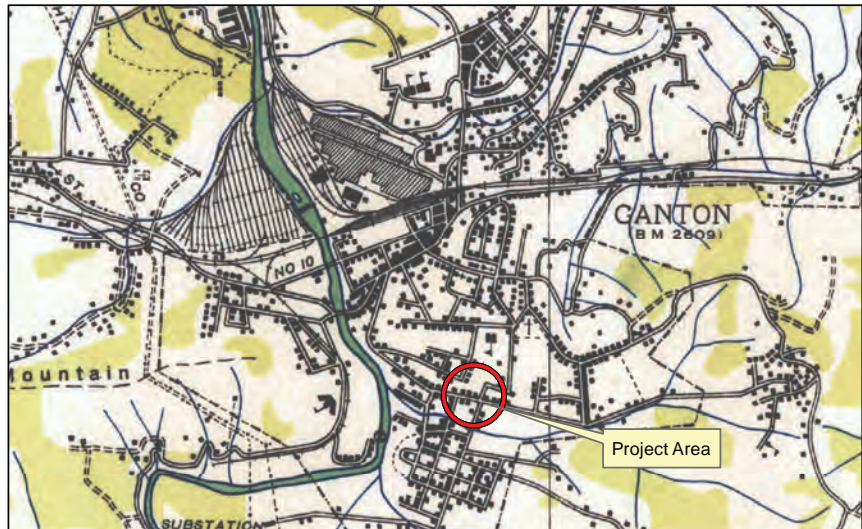


HISTORIC STRUCTURES SURVEY REPORT OF THE  
INTERSECTION OF NC 110 (PISGAH DRIVE) AT LOCUST STREET IN CANTON

Figure 5.16. 1901 and 1935  
Topographic Maps of Canton,  
North Carolina



Source: USGS Topographic Quadrangle Map, Asheville, NC (1901)



Source: USGS Topographic Quadrangle Map, Canton, NC (1935)

According to the Haywood County Tax Assessor's records 113 Pisgah Drive was built in 1930. The ownership of the house changed hands many times over the years, as evident in the City Directory listings for Canton. Frank C. and Mary Wykle are listed as the residents, though not as the owners, in 1937-1938. Frank worked as the Assistant Manager of O.M. Smathers Company, which is advertised as an "outfitter to men and boys." In 1941-1942, John C. Alderson, inspector at CP&F, and his wife Hazel are listed as the owners. William J. and Pearl Stone had bought the place by 1950-1951. They had a couple of businesses, including the Colonial Soda Shop and Stone Paint and Wallpaper Store, and William also worked as the manager of the bus station. The next owners of the house were Wm. L. and Louse Rikard, the principal and a teacher at Canton High School. The Rikard children sold the house to Rudy Cosby Reeves in 1990, who sold it to the current owner, Wendy Jo Rogers, in 2010.

## 5.4. NRHP EVALUATION

### 5.4.1. *Period Revival Style Architectural Context*

The Period Cottage, which had its roots in the English Tudor Revival, rose in prominence during the first three decades of the twentieth century. It reached its height of popularity in North Carolina in the 1930s. This style was promoted nationally in pattern books, magazines, and mail order. Defining architectural characteristics include asymmetrical façades with side-gabled, steeply pitched roofs, prominent front-gables and chimneys on the façades, and arched entry bays. Some examples feature simulated half-timbering in the gables, and casement or diamond pane windows. Period Cottages may be constructed of frame, stone, and brick.

Like the Craftsman style, the Period Cottage was a common architectural style in Canton from the 1910s through the 1930s and examples can be found in many of the town's more affluent neighborhoods. It was not found to be commonly used as worker housing, but local managers and professionals built in this style. The following examples are all brick with side-gabled steeply pitched roofs and forward facing gables. Arched entries are also a common element, as are chimneys positioned on the front façade. 147 Pisgah Drive (1939) is just around the corner from the project area (Figure 5.17A). Examples can also be found at 43 (circa 1930, Wells-Greeley House) and 20 Pennsylvania Avenue (1926) (Figures 5.17B-C). Two more examples close to the project area can be found at 104 (1938) and 108 Johnson Street (Figures 5.17D-E). 104 Johnson Street is the 1938 Hutchins House (HW0569). This interesting example of Period Revival has many of the same elements as the examples already listed, but is built of granite and features eyebrow dormers on its steeply pitched roof.

### 5.4.2. *Integrity*

In order to be eligible for the NRHP, a property must possess several, usually the majority, of the seven aspects of integrity: location, setting, design, workmanship, feeling, and association. The painting of the original red brick exterior does detract slightly from the house's historic appearance. 113 Pisgah Drive retains integrity in all of these areas. It remains on its original site and retains its historic setting, feeling, and associations. The house also retains integrity of design, materials, and workmanship. It has not lost any of its original materials except for the paint. The only notable alterations have occurred at the rear of the house and include the stone veneer applied to the bottom half of the wall and the shed-roof addition to the northwest corner, which is likely historic itself.



Figure 5.17. Examples of Period Cottage Style Homes



A. 147 Pisgah Drive; B. 43 Pennsylvania Avenue;  
C. 20 Pennsylvania Avenue; D. 108 Johnson Street;  
E. Hutchins House (HW 0569)

### 5.4.3. Evaluation

Properties can be eligible for the NRHP if they are associated with a significant event or pattern of events that have made contributions to history at the local, state, or national level. 113 Pisgah Drive was not found to be associated with a specific historic event. The dwelling is one of hundreds of houses that were built during the early twentieth century to house Canton's swelling population, which jumped from 230 in 1900 to 5,117, its peak, in 1930. This growth was solely due to CP&F's

decision to locate their plant in Canton in 1906. CP&F employed approximately 3,000 people by 1930 and was highly involved in building, or providing financing for, the construction of modest employee housing. Local professionals also built their own larger, more fashionable dwellings in neighborhoods such as Hampton Heights and the Pennsylvania Avenue Street area. 113 Pisgah Drive is associated with the development of Canton affected by CP&F. However, this association is not significant or exceptional as virtually every house in Canton from the 1906-1930 time period is a product of the CP&F-driven economy. The house does not possess the requisite “important association” with this historical pattern of events. *Therefore, 113 Pisgah Drive is recommended not eligible for the NRHP under Criterion A.*

Research conducted for this project did not identify residents of 113 Pisgah Drive as significant within community, state, or national historic contexts. Ownership of the house changed hands many times and it is not associated with any family or individual known to have made historically significant contributions to history. *Therefore, 113 Pisgah Drive is recommended not eligible under Criterion B.*

Properties may be eligible under Criterion C if they embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic value. 113 Pisgah Drive is a modest house with Period Cottage elements. Even though the house is a relatively intact example of this architectural style, the house does not possess significant design or architectural details that would qualify it for individual NRHP eligibility. More sophisticated and more intact, examples of the Period Cottage architectural style can be found in many Canton neighborhoods, as outlined in the Architectural Context section of this report.

Properties may also be eligible under Criterion C if they are identified as part of a district. Combined, the resources surveyed for this report do not represent a significant and distinguishable entity. Several other neighborhoods and resource groupings have been identified as potential historic districts in Canton; however, this group, even if combined with adjacent resources outside of the immediate project area, does not represent a cohesive unit. *Therefore, 113 Pisgah Drive is recommended not eligible for the NRHP under Criterion C.*

It is unlikely that additional study of this property would yield any unretrieved data not discoverable through informant interviews and documentary sources. *Therefore, 113 Pisgah Drive is recommended not eligible for the NRHP under Criterion D.*



## 6.0. 115 Pisgah Drive (HW661)

Resource Name	115 Pisgah Drive
HPO Survey Site #	HW0661
Location	115 Pisgah Drive, Canton
PIN	8656-88-7983
Date(s) of Construction	1930
Recommendation	Not Eligible



### 6.1. DESCRIPTION AND SETTING

115 Pisgah Drive (HW0661) is located within the city limits of Canton, in Haywood County, North Carolina, approximately one-quarter mile south of downtown Canton on the east side of the Pigeon River (Figure 6.1). The house is situated on a hill overlooking the intersection of Pisgah Drive (NC 110), Holtzclaw Road, and Locust Street (Figures 6.2-6.3). During fieldwork it was observed that the intersection was extremely busy with traffic, including large trucks heading in both directions. The majority of the buildings in the immediate vicinity are single-family homes, although there are two businesses on Pisgah Drive within the viewshed of the resource. The house is located near the center of a 0.25-acre parcel of land that is bounded by Pisgah Drive on the south, Hillside Street on the north, and residential parcels on the east and west. A substantial stone retaining wall approximately four feet in height borders the property on the south along Pisgah Drive with a cut for steps on the southwest corner of the parcel. In addition to the house, there is a non-historic garage on the north edge of the parcel accessible by Hillside Street. There is not a driveway on Pisgah Drive. Landscaping consists mostly of lawn.

HISTORIC STRUCTURES SURVEY REPORT OF THE  
INTERSECTION OF NC 110 (PISGAH DRIVE) AT LOCUST STREET IN CANTON

Figure 6.1. 115 Pisgah Drive, Site Plan



Source: ESRI World Imagery (2017)





*Figure 6.2. View Toward 115 from the Project Area*



*Figure 6.3. View Toward Project Area*

## 6.2. INVENTORY LIST

### *6.2.1. 115 Pisgah Drive, Circa 1932*

115 Pisgah Drive is a one-story rectangular house with a side gable roof clad in composition shingles (Figure 6.4). There is a perpendicular gable at each end of the house on the façade, both with eaves that sweep toward the center. The façade is balanced, but asymmetrical. There is one internal chimney. It has a continuous foundation that has been stuccoed and the exterior walls, soffit, and fascia have all been clad in vinyl siding. The windows are all six-over-six sashes and appear to be original.





*Figure 6.4. 115 Pisgah Drive, South Side*

The 1945 Sanborn Map indicates that the western third of the house is a post-1945 addition. Under the right gable is a large fixed picture window and under the left gable is a small six-over-six window (Figures 6.5-6.6). To the right of center is a small porch consisting of concrete block foundation, metal posts and a flat metal roof. The single door entry is located on the porch. To



*Figure 6.5. 115  
Pisgah Drive,  
Porch Detail,  
South Side*



*Figure 6.6. 115  
Pisgah Drive,  
South Side*





Figure 6.7. 115 Pisgah Drive, East Side



Figure 6.8. 115 Pisgah Drive, East and North Oblique



Figure 6.9. 115 Pisgah Drive, North Side

the left are paired windows. The east and west walls are punctuated by paired and single windows (Figure 6.7). The rear (north) wall has a gable projection on the right and five windows openings, two of which are smaller than the six-over-six sashes. (Figure 6.8-6.9). All of the window surrounds have been covered by vinyl siding.

The house is located on a relatively steep hill and a concrete block retaining wall was constructed behind the house. Steps were also built to access the north end of the lot, where a two-car concrete block garage was built circa 1980 (Figure 6.10).

#### 6.2.2. Street Level Garage, 1932

An interesting feature of the property is a double garage that was built into the earth and the stone retaining wall shared by 113 and 115 Pisgah Drive (Figure 6.11). There are two garage spaces, one for each house, neither one is currently being used. The tax parcel maps show that each property owns part of the garage. The space on the right associated with 115 Pisgah Drive has been bricked in with concrete block. A set of stairs that approach the houses is located in the retaining wall to the left of the garage.





*Figure 6.10. 115 Pisgah Drive, View of Back Yard and Steps to Non-Historic Garage*



*Figure 6.11. 115 Pisgah Drive, Garage on Pisgah Drive*

### 6.3. HISTORY

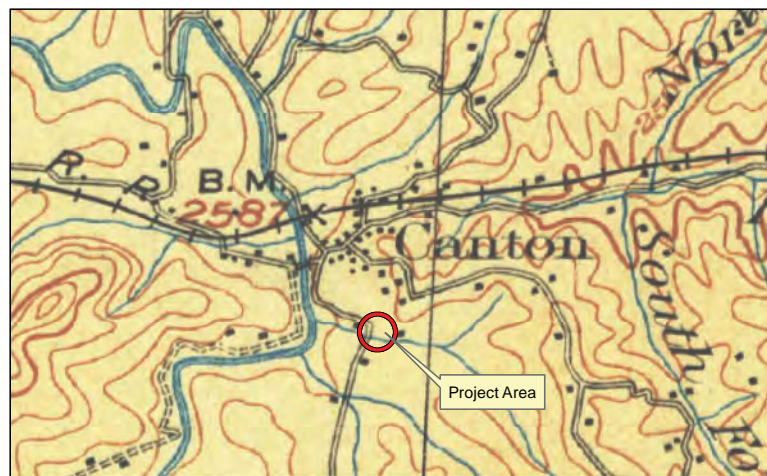
In 1793, the North Carolina General Assembly declared Western North Carolina open to white settlement and Haywood County was formed from a part of Buncombe County in 1808. Waynesville was and still is the county seat. For the first 80 years, largely due to the difficulty in traversing the mountains, Haywood County was sparsely populated with small subsistence farms. Residents of this remote area learned to rely on themselves and their neighbors for survival. The ford of the Pigeon River became a popular meeting spot for mountain residents because of its accessibility and, in 1837, a post office was founded there. Over the years, it was known by several names, including Pigeon River, Pigeon Ford, and Ford of Pigeon. The Western Turnpike, a road from Asheville to the Tennessee state line, was finished in 1856 and increased the flow of traffic, commerce, and subsequent settlement in the area.



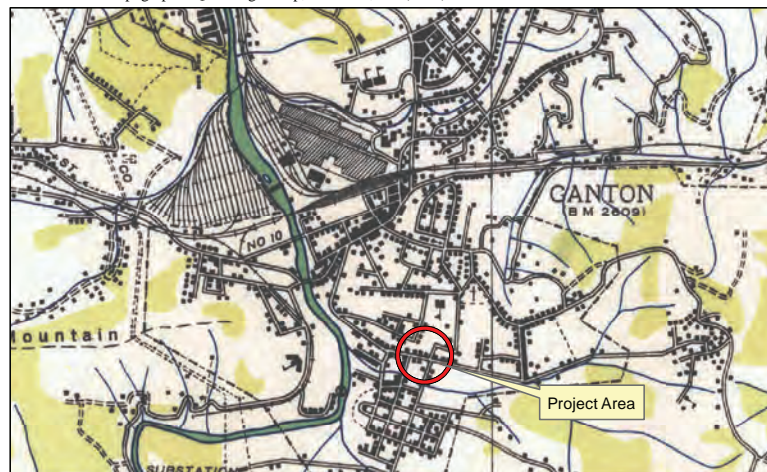
The railroad from the eastern half of the state was completed to Pigeon River in 1881, where it stopped temporarily due to financial complications. Essentially, Pigeon River was the “end of the line” for three years, during which time the area gained prominence and the village that grew up around the region’s most important shipping point was incorporated in 1889. The railroad also made the area more accessible to businesses that wanted to exploit the region’s natural resources, as well vacationers. By the turn of the twentieth century, Pigeon River would have a flourishing resort and manufacturing economy. In 1894, the town was rechristened “Canton” after an iron truss bridge that was ordered to span the Pigeon River from the Wrought Iron Bridge Company in Canton, Ohio.

Canton would be forever transformed when the Champion Coated Paper Company decided to locate its subsidiary Champion Fibre Company in Canton in 1906 in order to source wood pulp from the area’s vast timber resources. After the mill’s construction, the population of the town grew from 230 in 1900 to 1,400 in 1910. By 1930, Canton was the largest town in North Carolina west of Asheville with 5,000

people. Champion continued to operate, even thrive, during the Great Depression, and that growth is reflected in the housing stock of Canton, which primarily represents the era from 1906 through the 1930s. Figure 6.12 illustrates this growth. Although the mill was responsible for building many houses for its employees, such as the Fiberville community on the west bank of the Pigeon River in northwest Canton, other houses were built by individuals, some who worked for Champion and others who were merchants or professionals that were drawn to the prosperous town. The enormous mill was constructed on bottomland along the Pigeon River and continues to be a dominating physical presence in the town while houses occupy the surrounding hillsides (Bishir et al. 1999:345).



Source: USGS Topographic Quadrangle Map, Asheville, NC (1901)



Source: USGS Topographic Quadrangle Map, Canton, NC (1935)

Figure 6.12. 1901 and 1935 Topographic Maps of Canton, North Carolina

According to the Haywood County Tax Assessor's records 115 Pisgah Drive was built in 1932. The 1937-1938 City Directory lists Gordon and Leila O. Rogers as the residents and Gordon as working at the Haywood Hardware Company. In the 1941-1942 edition, Earnest and Blanche Walker lived in the house. Earnest was the manager of the Farmers' Federation and their daughter, Martha, who lived with them, was a bookkeeper. By 1951, Gudger Palmer, who worked as an accountant for CP&F for 35 years, had purchased the house. Gudger later served as the town's treasurer and lived to be 101 years old, outliving his wife, Mary, by 25 years. Their daughter, Polly Anna, sold the house in 2012.

## 6.4. NRHP EVALUATION

### 6.4.1. *Period Revival Style Architectural Context*

The Period Cottage, which had its roots in the English Tudor Revival, rose in prominence during the first three decades of the twentieth century. It reached its height of popularity in North Carolina in the 1930s. This style was promoted nationally in pattern books, magazines, and mail order. Defining architectural characteristics include asymmetrical façades with side-gabled, steeply pitched roofs, prominent front-gables and chimneys on the façades, and arched entry bays. Some examples feature simulated half-timbering in the gables, and casement or diamond pane windows. Period Cottages may be constructed of frame, stone, and brick.

Like the Craftsman style, the Period Cottage was a common architectural style in Canton from the 1910s through the 1930s and examples can be found in many of the town's more affluent neighborhoods. It was not found to be commonly used as worker housing, but local managers and professionals built in this style. The following examples are all brick with side-gabled steeply pitched roofs and forward facing gables. Arched entries are also a common element, as are chimneys positioned on the front façade. 147 Pisgah Drive (1939) is just around the corner from the project area (Figure 6.13A). Examples can also be found at 43 (circa 1930, Wells-Greeley House) and 20 Pennsylvania Avenue (1926) (Figures 6.13B-C). Two more examples close to the project area can be found at 104 (1938) and 108 Johnson Street (Figures 6.13D-E). 104 Johnson Street is the 1938 Hutchins House (HW0569). This interesting example of Period Revival has many of the same elements as the examples already listed, but is built of granite and features eyebrow dormers on its steeply pitched roof.

### 6.4.2. *Integrity*

In order to be eligible for the NRHP, a property must possess several, usually the majority, of the seven aspects of integrity: location, setting, design, materials, workmanship, feeling, and association. 115 Pisgah Drive retains integrity of location and setting, as well its physical association with neighboring properties; however, it has lost integrity in the other five areas. The



HISTORIC STRUCTURES SURVEY REPORT OF THE  
INTERSECTION OF NC 110 (PISGAH DRIVE) AT LOCUST STREET IN CANTON

Figure 6.13 Examples of Period Cottage Style Homes



A. 147 Pisgah Drive; B. 43 Pennsylvania Avenue; C. 20 Pennsylvania Avenue; D. 108 Johnson Street; E. Hutchins House (HW 0569)

western third of the house was added, likely after the Palmer's purchased it in 1951, and the entire house has been clad in vinyl siding, compromising the design, materials, workmanship and feeling of the property. The concrete block and metal awning porch are also additions. Because of the alteration of the house's physical elements, it no longer conveys its original design.

### 6.4.3. Evaluation

Properties can be eligible for the NRHP if they are associated with a significant event or pattern of events that have made contributions to history at the local, state, or national level. 113 Pisgah Drive was not found to be associated with a specific historic event. It one of hundreds of houses that were built during the early twentieth century to house Canton's swelling population, which jumped from 230 in 1900 to 5,117, its peak, in 1930. This growth was solely attributable to CP&F's decision to locate their plant in Canton in 1906. CP&F employed approximately 3,000 people by 1930 and was highly involved in building, or providing financing for, the construction of modest employee housing. Local professionals also built their own larger, more fashionable dwellings in neighborhoods such as Hampton Heights and the Pennsylvania Avenue Street area. 115 Pisgah Drive is associated with the development of Canton affected by CP&F; however, this association is not significant or exceptional as virtually every house in Canton from the 1906-1930 time period is a product of the CP&F-driven economy. The house does not possess the requisite "important association" with this historical pattern of events. *Therefore, 115 Pisgah Drive is recommended not eligible for the NRHP under Criterion A.*

Research conducted for this project did not identify residents of 115 Pisgah Drive as significant within community, state, or national historic contexts. Ownership of the house changed hands during its early years and was eventually purchased by the Palmers, but no one associated with the property is known to have made historically significant contributions to history. *Therefore, 115 Pisgah Drive is recommended not eligible under Criterion B.*

Properties may be eligible under Criterion C if they embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic value. 115 Pisgah Drive's front-facing gables and sweeping eaves are reminiscent Canton's Period Cottage dwellings, but its design does not strongly express the style. The house does not possess any significant design or architectural details, nor does it possess the integrity, that would qualify it for individual NRHP eligibility. *Therefore, 115 Pisgah Drive is recommended not eligible for the NRHP under Criterion C.*

It is unlikely that additional study of this property would yield any unretrieved data not discoverable through informant interviews and documentary sources. *Therefore, 115 Pisgah Drive is recommended not eligible for the NRHP under Criterion D.*



## 7.0. 120 Pisgah Drive (HW662)

Resource Name	120 Pisgah Drive
HPO Survey Site #	HW0662
Location	120 Pisgah Drive, Canton
PIN	8656-88-7678
Date(s) of Construction	1915
Recommendation	Not Eligible



### 7.1. DESCRIPTION AND SETTING

120 Pisgah Drive (HW662) is located within the city limits of Canton, in Haywood County, North Carolina, approximately 0.25 mile south of downtown Canton on the east side of the Pigeon River (Figure 7.1). The property is situated on the west side of Pisgah Drive (NC 110) just south of its intersection with Holtzclaw Road, and Locust Street (Figures 7.2-7.3). During fieldwork, it was observed that the intersection was extremely busy with traffic, including large trucks heading in both directions. The majority of the buildings in the immediate vicinity are single-family homes, although Howard Amoco (HW603) is located on Pisgah Drive across the street and within the viewshed of the resource. The house is located near the center of a 0.27-acre parcel of land that is bounded by Pisgah Drive on the east and other residential parcels on the north, south, and west. In addition to the house, there are two historic outbuildings on the property, a two-story garage and a small shed. The gravel driveway is located on the south side of the parcel, entered by Pisgah Drive. Landscaping consists of a small lawn and some mature trees surrounding the house.

HISTORIC STRUCTURES SURVEY REPORT OF THE  
INTERSECTION OF NC 110 (PISGAH DRIVE) AT LOCUST STREET IN CANTON

Figure 7.1. 120 Pisgah Drive, Site Plan



Source: ESRI World Imagery (2017)





Figure 7.2. 120 Pisgah Drive, View of Project Area



Figure 7.3. View North From Driveway

## 7.2. INVENTORY LIST

### 7.2.1. 120 Pisgah Drive, Circa 1915; 1950

120 Pisgah Drive is a 1.5-story house with square massing and a side gable roof clad in composition shingles. There is one internal chimney. The house sits on a masonry foundation with brick piers that have been infilled near the front of the house and have continuous brick in the rear. The exterior walls are covered with both straight and wavy edged striated asbestos shingles dating from circa 1950. The majority of the windows are historic four-over-one double hung sash. Instances of other window configurations are noted below. There are decorative knee braces in the eaves of the side elevations and the front porch.



HISTORIC STRUCTURES SURVEY REPORT OF THE  
INTERSECTION OF NC 110 (PISGAH DRIVE) AT LOCUST STREET IN CANTON

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The east-facing façade of the house features a partial-width porch with a projecting gable roof (Figures 7.4-7.5). The porch is supported at each end by a battered wood column that sits atop a brick base with a concrete cap. There are two brick bases in between without columns. A wood balustrade runs between the bases. A paneled door is centered on the porch and is flanked by a six-over-one windows. A wheelchair ramp has been constructed on the south side of the porch (Figure 7.6).



*Figure 7.4. View Across Pisgah Drive of Property*



*Figure 7.5. 120 Pisgah Drive, Oblique View of Porch*



*Figure 7.6. 120 Pisgah Drive, View North Toward Porch*



HISTORIC STRUCTURES SURVEY REPORT OF THE  
INTERSECTION OF NC 110 (PISGAH DRIVE) AT LOCUST STREET IN CANTON

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The north elevation is symmetrical with a small shed roof projection with exposed rafter tails in the center of the wall (Figure 7.7). The projection has paired windows and is also flanked by a pair on each side and one above in the upper floor (Figures 7.8 and 7.9). The rear of the house features a large shed-roof dormer with a triple band of windows on the left and a single eight-



Figure 7.7. 120 Pisgah Drive, North Side



Figure 7.8. North Side, Detail of Upper Floor and Eave



Figure 7.9. 120 Pisgah Drive, North Side, Window Detail



over-one window on the right (Figure 7.10). There is a small shed-roof porch at the left end. It has a concrete block foundation, square replacement posts and a replacement balustrade. The porch shelters a partially glazed back door. A rear porch appears on the 1945 Sanborn. There are three windows on the lower rear wall, two smaller ones and one standard size, as well as a fixed five-light window to the basement garage. The south wall contains a roll-up door to the basement garage (Figure 7.11). The wall at the main floor level has a window at each end and a small two-light window in between. The upper floor has paired centered in the gable end.



*Figure 7.10. 120 Pisgah Drive, West Side*



*Figure 7.11. Oblique of West and South Sides*



### 7.3.2. Two-Story Garage/Apartment, Circa 1950

A two-story gabled garage with an apartment above that is located north of the house does not appear on the 1945 Sanborn Map (Figure 7.12). It is concrete block construction with drop siding on the upper floor. Windows are two-over-two horizontal lights and the roof has exposed rafter tails on the east and west elevations. The east wall, which faces Pisgah Drive, has two roll-up garage doors in the lower level and above each garage door on the upper level. A cinder block chimney is centered on the wall, rising several feet above the roof. A shed roof porch with thin, square supports leads to the apartment entrance on the north gable end. The porch is accessed by a set of concrete steps. The single door entrance to the apartment is located on the porch. The south wall has two windows in the upper level. There are also two windows on the north wall.

### 7.3.3. Shed, 1950

A small, rectangular shed with particle board walls, set on concrete block piers is located in the northwest corner of the lot (Figure 7.13). The shed has a gable roof with exposed rafter tails. A particle board door and a small aluminum frame one-over-one window are located on the south wall.



Figure 7.12. 120 Pisgah Drive, Garage



Figure 7.13. 120 Pisgah Drive, Shed

### 7.3. HISTORY

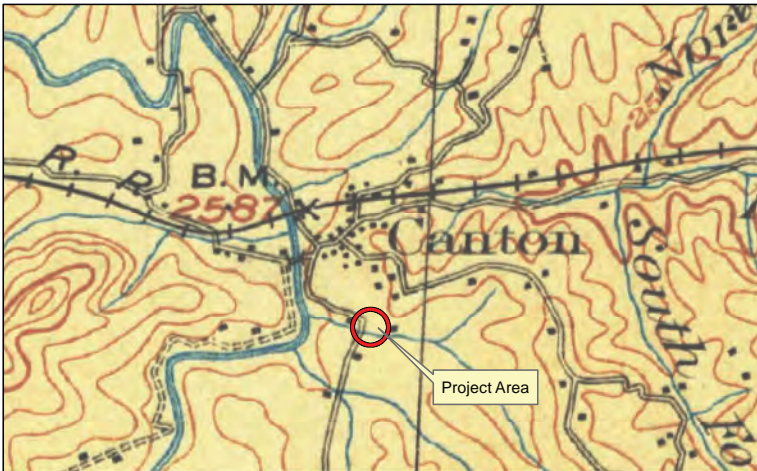
In 1793, the North Carolina General Assembly declared Western North Carolina open to white settlement and Haywood County was formed from a part of Buncombe County in 1808. Waynesville was and still is the county seat. For the first 80 years, largely due to the difficulty in traversing the mountains, Haywood County was sparsely populated with small subsistence farms. Residents of this remote area learned to rely on themselves and their neighbors for survival. The ford of the Pigeon River became a popular meeting spot for mountain residents because of its accessibility and, in 1837, a post office was founded there. Over the years, it was known by several names, including Pigeon River, Pigeon Ford, and Ford of Pigeon. The Western Turnpike, a road from Asheville to the Tennessee state line, was finished in 1856 and increased the flow of traffic, commerce, and subsequent settlement in the area.

The railroad from the eastern half of the state was completed to Pigeon River in 1881, where it stopped temporarily due to financial complications. Essentially, Pigeon River was the “end of the line” for three years, during which time the area gained prominence and the village that grew up around the region’s most important shipping point was incorporated in 1889. The railroad also made the area more accessible to businesses that wanted to exploit the region’s natural resources, as well vacationers. By the turn of the twentieth century, Pigeon River would have a flourishing resort and manufacturing economy. In 1894, the town was rechristened “Canton” after an iron truss bridge that was ordered to span the Pigeon River from the Wrought Iron Bridge Company in Canton, Ohio.

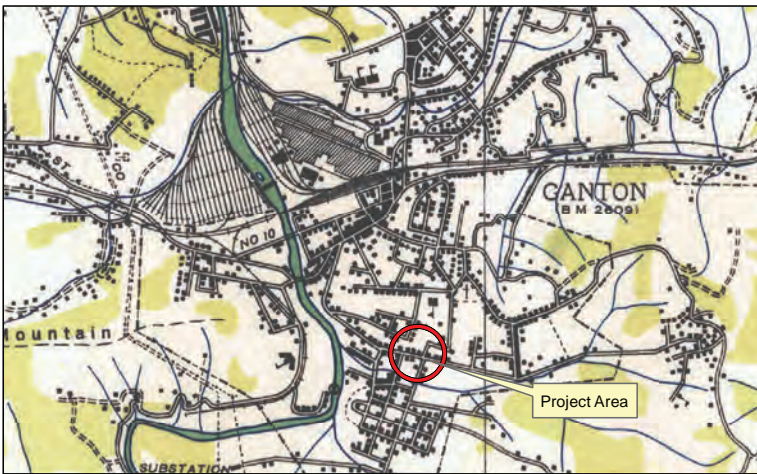
Canton would be forever transformed when the Champion Coated Paper Company decided to locate its subsidiary Champion Fibre Company in Canton in 1906 in order to source wood pulp from the area’s vast timber resources. After the mill’s construction, the population of the town grew from 230 in 1900 to 1,400 in 1910. By 1930, Canton was the largest town in North Carolina west of Asheville with 5,000 people. Champion continued to operate, even thrive, during the Great Depression, and that growth is reflected in the housing stock of Canton, which primarily represents the era from 1906 through the 1930s. Figure 7.14 illustrates this growth. Although the mill was responsible for building many houses for its employees, such as the Fiberville community on the west bank of the Pigeon River in northwest Canton, other houses were built by individuals, some who worked for Champion and others who were merchants or professionals that were drawn to the prosperous town. The enormous mill was constructed on bottomland along the Pigeon River and continues to be a dominating physical presence in the town while houses occupy the surrounding hillsides (Bishir et al. 1999:345).

According to the Haywood County Tax Assessor’s records, 120 Pisgah Drive was built in 1915 and it does appear on the 1930 Sanborn Map of Canton. The earliest record of residency comes from the 1937-1938 City Directory of Canton, which lists P.F. and Claudia L. Campbell in the house as renters. Campbell worked as the secretary/treasurer for Russell Motor Company. The 1942-1943





Source: USGS Topographic Quadrangle Map, Asheville, NC (1901)



Source: USGS Topographic Quadrangle Map, Canton, NC (1935)

Figure 7.14. 1901 and 1935 Topographic Maps of Canton, North Carolina

directory lists Lon C. and Pearl C. Rollins as the renters of the house. The Rollins ran the filling station at 119 Pisgah Drive (HW0603, Howard Amoco). By 1950-1951, Roy H. Patton and his wife, Delma, had bought the house. Patton owned Patton-Morgan Insurance and was the secretary/treasurer of Patton Building and Loan. Nell K. Howell (widow) was the owner of the house by the time the 1956-1957 city directory came out. By 1960-1961, George Worley and his wife, Catherine C, owned the house. Worley worked at CP&F. This was also the first time that the garage apartment in back was acknowledged, as 120 ½ Pisgah Drive, with Chas Jenkins living there. Worley sold the house to Russell and Gertrude Logan in 1972 and their son and his wife still live in the house.

## 7.4. NRHP EVALUATION

### 7.5.1. Craftsman Style Architectural Context

Nationally, the Craftsman style was popular for both architect designed and mass-produced residential architecture from the 1910s to the mid-1920s. The style traces its roots to 1903 in Southern California, where the architectural firm of Greene and Greene of Pasadena practiced until 1914. The Greene brothers were the style's progenitors and proponents. The Greenes' designs drew heavily from the English Arts and Crafts Movement and Asian-inspired motifs. The style spread across the country as smaller, scaled down versions of high-style California Craftsman houses were mass-produced and sold as "kit houses" by Sears, Roebuck and Company, the Aladdin Company, and others. One-story Craftsman houses, often known as "bungalow" became the most popular style of newly constructed houses in the U.S. during the 1910s and 1920s (McAlester 2013:578). In non-urban parts of the county that were slower to adopt national tastes, the style persisted until the mid-1930s.

Craftsman houses typically have shallow-pitched roofs and porches. The most common forms are one or 1.5 stories in height with the latter often displaying roof dormers. Interiors possess casual, flowing floor plans and exteriors utilize natural and textured materials such as shingles, brick, stucco and rustic stone. Structure is expressed in unfinished eave overhangs, exposed rafter tails or eave braces or brackets, and heavy battered, or sloped, porch posts. Windows have many configurations but three or four-over-one sashes were especially common.

The Craftsman style was popular in Canton in the 1910s, 1920s, and 1930s and is found in company-built neighborhoods as well as ones where houses were built by individuals. 120 Pisgah Drive and 1 Holtzclaw Street, both in the project APE, are examples of the style. Both houses display the slow-slung form, battered porch supports with brick bases, and eave brackets that are typical elements of the Craftsman style. The Pennsylvania Avenue-Academy Street neighborhood (HW0600) north of the project area was developed lot-by-lot by individual owners who worked as doctors, lawyers, merchants and mill professionals (Bishir et al. 1999:347). The Sechrest House at 29 Pennsylvania Avenue (1910) and the Dickson House at 37 Pennsylvania Avenue (1920) both exhibit Craftsman elements including exposed eaves, roof dormers, and broad porches (Figure 7.15A-B). The standardized Craftsman bungalows of the Fiberville community were built for lower level employees of the Champion Fiber Company. More fully detailed Craftsman bungalows were erected in the Hampton Heights neighborhood (HW0155; DOE 2002)

Numerous Craftsman-style or influenced houses were built between 1910 and 1940 immediately surrounding the project area. The presence of these houses, here and throughout Canton, attests to the popularity of the style and the need for worker and middle-class housing as the town expanded. Pisgah Drive and its side streets display several examples of houses built in this style. 143 Pisgah Drive was built in 1920 (Figure 7.15C). It is a 1.5-story side gable house that has decorative knee braces and shingles in the gable ends. The front-gabled broad porch is supported by wood columns on brick bases. 144 Pisgah Drive (1927) is also a 1.5-story side gable house (Figure 7.15D). It features battered wood porch columns and a shed-roof dormer. 146 Pisgah Drive (1925) is another 1.5-story home with similar massing, a broad porch, and decorative eave bracing (Figure 7.16E). 39 Poplar Street (1928) is one-story with a gable roof, wrapped porch, and tapered columns with brick piers (Figure 7.17F). Two more examples of obvious Craftsman elements can be found on Wesley Street, south of the project area (Figure 7.18G-H).

#### *7.5.2. Integrity*

In order to be eligible for the NRHP, a property must possess several, usually the majority, of the seven aspects of integrity: location, setting, design, materials, workmanship, feeling, and association. 120 Pisgah remains on its original site in a setting that is much the same as its historic setting. The house retains its historic form and massing, but has lost some integrity due to the application of asbestos siding, obscuring the original exterior wall material. Still the house retains integrity of feeling and association and is able to convey its historic character as an early twentieth century Craftsman house.



HISTORIC STRUCTURES SURVEY REPORT OF THE  
INTERSECTION OF NC 110 (PISGAH DRIVE) AT LOCUST STREET IN CANTON

Figure 7.15. Examples of Craftsman Style Homes



A. 29 Pennsylvania Avenue; B. 37 Pennsylvania Avenue; C. 143 Pisgah Drive; D. 144 Pisgah Drive;  
E. 146 Pisgah Drive; F. 39 Poplar Street; G. 57 Wesley Street; H. 62 Wesley Street

### 7.5.3. Evaluation

Properties can be eligible for the NRHP if they are associated with a significant event or pattern of events that have made contributions to history at the local, state, or national level. 120 Pisgah Drive was not found to be associated with a specific historic event. It is one of hundreds of houses that were built during the early twentieth century to house Canton's swelling population, which jumped from 230 in 1900 to 5,117, its peak, in 1930. This growth was solely attributable to CP&F's decision to locate their plant in Canton in 1906. CP&F employed approximately 3,000 people by 1930 and was highly involved in building, or providing financing for, the construction of modest employee housing. Local professionals also built their own larger, more fashionable dwellings in neighborhoods such as Hampton Heights and the Pennsylvania Avenue Street area. 120 Pisgah Drive is associated with the development of Canton affected by CP&F; however, this association is not significant or exceptional as virtually every house in Canton from the 1906-1930 time period is a product of the CP&F-driven economy. The house does not possess the requisite "important association" with this historical pattern of events. *Therefore, 120 Pisgah Drive is recommended not eligible for the NRHP under Criterion A.*

Research conducted for this project did not identify residents of 120 Pisgah Drive as significant within community, state, or national historic contexts. Ownership of the house changed hands multiple times during its early years and was eventually purchased by the Logans, but no one associated with the property is known to have made historically significant contributions to history. *Therefore, 120 Pisgah Drive is recommended not eligible under Criterion B.*

Properties may be eligible under Criterion C if they embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic value. 120 Pisgah is a 1.5-story house with Craftsman elements that has lost some integrity due to the encapsulation of some of its historic material. Even if entirely intact, the house would not possess the significance of design or architectural detail that would qualify it for individual NRHP eligibility. More sophisticated and intact examples of the Craftsman architectural style can be found in several Canton neighborhoods, as outlined in the Architectural Context section of this report. *Therefore, 120 Pisgah Drive is recommended not eligible for the NRHP under Criterion C.*

It is unlikely that additional study of this property would yield any unretrieved data not discoverable through informant interviews and documentary sources. *Therefore, 120 Pisgah Drive is recommended not eligible for the NRHP under Criterion D.*



## 8.0. 121 Pisgah Drive (HW663)

Resource Name	121 Pisgah Drive
HPO Survey Site #	HW0663
Location	120 Pisgah Drive, Canton
PIN	8656-88-8429
Date(s) of Construction	1910
Recommendation	Not Eligible



### 8.1. DESCRIPTION AND SETTING

121 Pisgah Drive (HW0663) is located within the city limits of Canton, in Haywood County, North Carolina, approximately 0.25 mile south of downtown Canton on the east side of the Pigeon River (Figure 8.1). The house is situated on the east side of Pisgah Drive (NC 110), at its intersection with Johnson Street (Figure 8.2). During fieldwork it was observed that the intersection was extremely busy with traffic, including large trucks heading in both directions. The majority of the buildings in the immediate vicinity are single-family homes, although Howard Amoco (HW603) is located on Pisgah Drive next door and within the viewshed of the resource. The house is located in the northwest corner of a 0.35-acre parcel of land that is bounded by Pisgah Drive on the west, Johnson Street on the north and other residential parcels on the south and east. The gravel driveway is located near the center of the parcel on Pisgah Drive. Landscaping consists of a grass lawn, foundation plantings, and mature trees.

HISTORIC STRUCTURES SURVEY REPORT OF THE  
INTERSECTION OF NC 110 (PISGAH DRIVE) AT LOCUST STREET IN CANTON

Figure 8.1. 121 Pisgah Drive, Site Plan



Source: ESRI World Imagery (2017)





Figure 8.2. View North from Driveway

## 8.2. INVENTORY LIST

### 8.2.1. 121 Pisgah Drive, Circa 1910; 2000

121 Pisgah Drive is a 1.5-story house with square massing and a side gable roof clad in composition shingles. The eaves of the house are essentially flush and do not overhang the walls. The house sits on continuous foundation of rock-face concrete blocks. The exterior walls are clapboard on the main level and wood shingles in the gable ends. There is one external chimney on the rear wall.

The west-facing façade of the house is symmetrical, with a flush centered gable on the roof (Figure 8.3). A small pedimented recessed entry centered on the façade contains the partially glazed door, and is approached by four brick steps. To each side of the entrance is a tripartite window with a



Figure 8.3. 121 Pisgah Drive, West Side



large fixed 12-pane window in the center, flanked by double-hung, four-over-four sashes (Figures 8.4-8.5). There is also a pair of four-over-one windows in the front-facing gable. All of the windows are vinyl replacements. The south elevation of the house features a basement level garage door (Figure 8.6). The first floor of the house has another tripartite window toward the



*Figure 8.4. 121 Pisgah Drive, West and South Sides*



*Figure 8.5. 121 Pisgah Drive, Window Detail, West Side*



*Figure 8.6. 121 Pisgah Drive, South Side*



front of the house and a pair of one-over-one windows at the rear and in the gable end (Figure 8.7). The rear (east) wall has a full-width shed roof dormer. The centered back door is sheltered by a hipped stoop (Figures 8.8-8.9). This elevation was hard to photograph because of the proximity of the trees in the back. The north elevation of the house also has a tripartite window near the center of the wall and a pair of windows at the rear and above in the gable end (Figure 8.10-8.11). There are no outbuildings associated with 121 Pisgah Drive.



*Figure 8.7. Window Detail South Side*



*Figure 8.8. 121 Pisgah Drive, Rear Porch*



*Figure 8.9. East and North Sides Oblique*





*Figure 8.10. 121 Pisgah Drive, North Side*



*Figure 8.11. 121 Pisgah Drive, West Side*

### 8.3. HISTORY

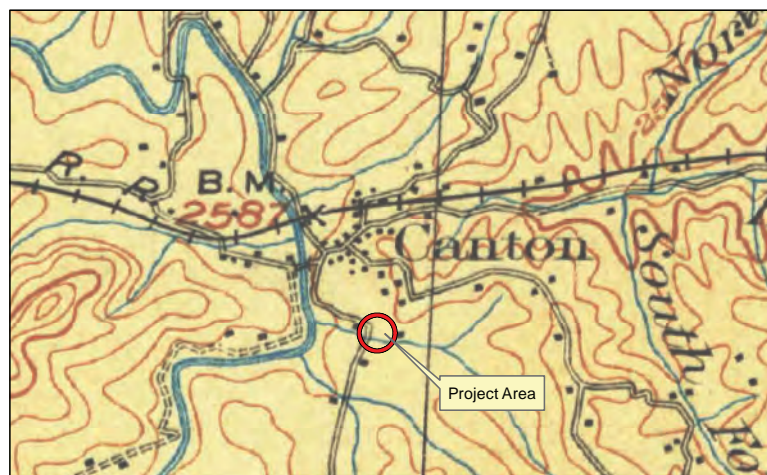
In 1793, the North Carolina General Assembly declared Western North Carolina open to white settlement and Haywood County was formed from a part of Buncombe County in 1808. Waynesville was and still is the county seat. For the first 80 years, largely due to the difficulty in traversing the mountains, Haywood County was sparsely populated with small subsistence farms. Residents of this remote area learned to rely on themselves and their neighbors for survival. The ford of the Pigeon River became a popular meeting spot for mountain residents because of its



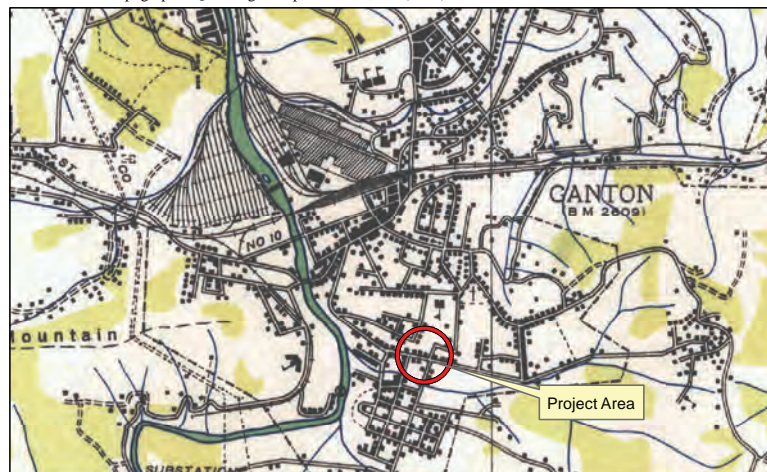
accessibility and, in 1837, a post office was founded there. Over the years, it was known by several names, including Pigeon River, Pigeon Ford, and Ford of Pigeon. The Western Turnpike, a road from Asheville to the Tennessee state line, was finished in 1856 and increased the flow of traffic, commerce, and subsequent settlement in the area.

The railroad from the eastern half of the state was completed to Pigeon River in 1881, where it stopped temporarily due to financial complications. Essentially, Pigeon River was the “end of the line” for three years, during which time the area gained prominence and the village that grew up around the region’s most important shipping point was incorporated in 1889. The railroad also made the area more accessible to businesses that wanted to exploit the region’s natural resources, as well vacationers. By the turn of the twentieth century, Pigeon River would have a flourishing resort and manufacturing economy. In 1894, the town was rechristened “Canton” after an iron truss bridge that was ordered to span the Pigeon River from the Wrought Iron Bridge Company in Canton, Ohio.

Canton would be forever transformed when the Champion Coated Paper Company decided to locate its subsidiary Champion Fibre Company in Canton in 1906 in order to source wood pulp from the area’s vast timber resources. After the mill’s construction, the population of the town grew from 230 in 1900 to 1,400 in 1910. By 1930, Canton was the largest town in North Carolina west of Asheville with 5,000 people. Champion continued to operate, even thrive, during the Great Depression, and that growth is reflected in the housing stock of Canton, which primarily represents the era from 1906 through the 1930s. Figures 8.12 illustrates this growth. Although the mill was responsible for building many houses for its



Source: USGS Topographic Quadrangle Map, Asheville, NC (1901)



Source: USGS Topographic Quadrangle Map, Canton, NC (1935)

Figure 8.12. 1901 and 1935 Topographic Maps of Canton, North Carolina

employees, such as the Fiberville community on the west bank of the Pigeon River in northwest Canton, other houses were built by individuals, some who worked for Champion and others who were merchants or professionals that were drawn to the prosperous town. The enormous mill was constructed on bottomland along the Pigeon River and continues to be a dominating physical presence in the town while houses occupy the surrounding hillsides (Bishir et al. 1999:345).

According to the Haywood County Tax Assessor's records, 121 Pisgah Drive was built in 1910 and a dwelling with a front porch does appear at this location on the 1930 Sanborn Map of Canton. The date of the front porch's removal or infilling was not determined. The earliest record of residency comes from the 1937-1938 City Directory of Canton, which lists Robert K. and Rosa Collins as the homeowners. Collins was a carpenter. Edwin E. Clark, a traveling salesman, and his wife, Lucinda, owned the house in the 1942-1943 and 1950-1951 directories, but Louis K. Kaplan and his wife, Molly had purchased it by 1956-1957. In October of 1957, Kaplan sold the house to Gardner J. and Azalea Calvin. Calvin worked at CP&F and owned the house until 1996, when he sold it to the current owner, the Hundleys. The vinyl replacement windows are assumed to date from the Hundleys ownership.

#### 8.4. NRHP EVALUATION

##### *8.4.1. Craftsman Style Architectural Context*

Nationally, the Craftsman style was popular for both architect designed and mass-produced residential architecture from the 1910s to the mid-1920s. The style traces its roots to 1903 in Southern California, where the architectural firm of Greene and Greene of Pasadena practiced until 1914. The Greene brothers were the style's progenitors and proponents. The Greenes' designs drew heavily from the English Arts and Crafts Movement and Asian-inspired motifs. The style spread across the country as smaller, scaled down versions of high-style California Craftsman houses were mass-produced and sold as "kit houses" by Sears, Roebuck and Company, the Aladdin Company, and others. One-story Craftsman houses, often known as "bungalow" became the most popular style of newly constructed houses in the U.S. during the 1910s and 1920s (McAlester 2013:578). In non-urban parts of the county that were slower to adopt national tastes, the style persisted until the mid-1930s.

Craftsman houses typically have shallow-pitched roofs and porches. The most common forms are one or 1.5 stories in height with the latter often displaying roof dormers. Interiors possess casual, flowing floor plans and exteriors utilize natural and textured materials such as shingles, brick, stucco and rustic stone. Structure is expressed in unfinished eave overhangs, exposed rafter tails or eave braces or brackets, and heavy battered, or sloped, porch posts. Windows have many configurations but three or four-over-one sashes were especially common.



The Craftsman style was popular in Canton in the 1910s, 1920s, and 1930s and is found in company-built neighborhoods as well as ones where houses were built by individuals. 120 Pisgah Drive and 1 Holtzclaw Street, both in the project APE, are examples of the style. Both houses display the slow-slung form, battered porch supports with brick bases, and eave brackets that are typical elements of the Craftsman style. The Pennsylvania Avenue-Academy Street neighborhood (HW0600) north of the project area was developed lot-by-lot by individual owners who worked as doctors, lawyers, merchants and mill professionals (Bishir et al. 1999:347). The Sechrest House at 29 Pennsylvania Avenue (1910) and the Dickson House at 37 Pennsylvania Avenue (1920) both exhibit Craftsman elements including exposed eaves, roof dormers, and broad porches (Figure 8.13A-B). The standardized Craftsman bungalows of the Fiberville community were built for lower level employees of the Champion Fiber Company. More fully detailed Craftsman bungalows were erected in the Hampton Heights neighborhood (HW0155; DOE 2002)

Numerous Craftsman-style or influenced houses were built between 1910 and 1940 immediately surrounding the project area. The presence of these houses, here and throughout Canton, attests to the popularity of the style and the need for worker and middle-class housing as the town expanded. Pisgah Drive and its side streets display several examples of houses built in this style. 143 Pisgah Drive was built in 1920 (Figure 8.13C). It is a 1.5-story side gable house that has decorative knee braces and shingles in the gable ends. The front-gabled broad porch is supported by wood columns on brick bases. 144 Pisgah Drive (1927) is also a 1.5-story side gable house (Figure 8.13D). It features battered wood porch columns and a shed-roof dormer. 146 Pisgah Drive (1925) is another 1.5-story home with similar massing, a broad porch, and decorative eave bracing (Figure 8.13E). 39 Poplar Street (1928) is one-story with a gable roof, wrapped porch, and tapered columns with brick piers (Figure 8.13F). Two more examples of obvious Craftsman elements can be found on Wesley Street, south of the project area (Figure 8.13G-H).

#### 8.4.2. *Integrity*

In order to be eligible for the NRHP, a property must possess several, usually the majority, of the seven aspects of integrity: location, setting, design, materials, workmanship, feeling, and association. 120 Pisgah Drive remains on its original location in a setting that is much the same as its historic setting; however, it has lost integrity in the other five areas. The house has lost its historic form and massing due to the removal of the front porch at an unknown date. Its historic design could not be determined and it does not retain strong stylistic associations. Some historic materials, such as the siding and shingles, are present, but it has lost additional aspects of its workmanship with the replacement and possible reconfiguration of its original windows and removal of the front porch. Its historic associations with any particular style or type of house have been lost.

HISTORIC STRUCTURES SURVEY REPORT OF THE  
INTERSECTION OF NC 110 (PISGAH DRIVE) AT LOCUST STREET IN CANTON

Figure 8.13. Examples of Craftsman Style Homes



A. 29 Pennsylvania Avenue; B. 37 Pennsylvania Avenue; C. 143 Pisgah Drive; D. 144 Pisgah Drive;  
E. 146 Pisgah Drive; F. 39 Poplar Street; G. 57 Wesley Street; H. 62 Wesley Street



### 8.4.3. Evaluation

Properties can be eligible for the NRHP if they are associated with a significant event or pattern of events that have made contributions to history at the local, state, or national level. 121 Pisgah Drive was not found to be associated with a specific historic event. The house one of hundreds of houses that were built during the early twentieth century to house Canton's swelling population, which jumped from 230 in 1900 to 5,117, its peak, in 1930. This growth was solely attributable to CP&F's decision to locate their plant in Canton in 1906. 121 Pisgah Drive is associated with the development of Canton affected by CP&F; however, this association is not significant or exceptional as virtually every house in Canton from the 1906-1930 time period is a product of the CP&F-driven economy. The house does not possess the requisite "important association" with this historical pattern of events.. *Therefore, 121 Pisgah Drive is recommended not eligible for the NRHP under Criterion A.*

Research conducted for this project did not identify residents of 121 Pisgah Drive as significant within community, state, or national historic contexts. Ownership of the house changed hands during its early years and was eventually purchased by the Calvins, who owned it for several decades, but no one associated with the property is known to have made historically significant contributions to history. *Therefore, 121 Pisgah Drive is recommended not eligible under Criterion B.*

Properties may be eligible under Criterion C if they embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic value. 120 Pisgah is an altered 1.5-story house with little ornamentation that does not possess the elements of any particular architectural style. The house's original appearance could not be determined and its historic integrity has been seriously eroded by the loss of the front porch and the replacement of all of the original windows. As such, there is no justification for recommending it individually eligible for the NRHP. *Therefore, 121 Pisgah Drive is recommended not eligible for the NRHP under Criterion C.*

It is unlikely that additional study of this property would yield any unretrieved data not discoverable through informant interviews and documentary sources. *Therefore, 121 Pisgah Drive is recommended not eligible for the NRHP under Criterion D.*

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