



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

March 6, 2018

MEMORANDUM

TO: Shelby Reap
Office of Human Environment
NCDOT Division of Highways

FROM: Renee Gledhill-Earley 
Environmental Review Coordinator

SUBJECT: Historic Structures Survey Report, Widening of SR 1595 (Surrett Drive) from I-85 to
SR 1969 (West Market Center Drive), U-5864, PA 17-04-0031, Guilford County, ER 18-0244

Thank you for your letter of January 29, 2018, transmitting the above-referenced report. We apologize for the delay in offering the following comments.

We concur that US Furniture Industries/Lampart Tables Factory (GF8774) is not eligible for listing in the National Register of Historic Places for the reasons outlined in the report.

We also agree that the Brevard Road Industrial Area (GF8977) is eligible for listing in the National Register under Criterion A for Industry and Criterion C for Architecture. However, we believe the proposed boundary needs to be adjusted to address the following concerns.

- The consultants identified 14 buildings within the district boundary, 11 Contributing and 3 Non-contributing
- The current boundary includes many buildings at the south end and east side of the district not identified in the survey. Please clarify their status and adjust boundaries accordingly.
- The current east boundary line appears arbitrary. It cuts through the center of multiple buildings.

The attached map illustrates the areas of concern.

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

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

cc: Mary Pope Furr, NCDOT, mfurr@ncdot.gov

Received: 02/05/2018
State Historic Preservation Office



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

ER 18-0244

Renee Gledhill-Earley
Deputy State Historic Preservation Officer
North Carolina Department of Cultural Resources
4617 Mail Service Center
Raleigh, North Carolina 27699-4617

January 29, 2018

Due -- 2/27/18

ER 18-0244 2/28/18 RHC
H- *Jenn 2/2/22*

Dear Gledhill-Earley:

RE: Historic Structure Survey Report, PA# 17-04-0031, Widen SR 1595 (Surrett Drive)
from I-85 to SR 1961 (W. Market Center Dr) in Guilford County

The North Carolina Department of Transportation (NCDOT) proposes Widen SR 1595 (Surrett Drive) from I-85 to SR 1961 (W. Market Center Dr) in Guilford County. New South prepared the attached Eligibility Report and recommends the one district eligible for the National Register of Historic Places.

The report and survey materials are enclosed for your review and comment per 36CFR.800. Please let me know if you have any additional questions regarding this project. I can be reached at (919) 707-6088 or by email at slreap@ncdot.gov.

Sincerely,

A handwritten signature in cursive script that reads "Shelby Reap".

Shelby Reap
Historic Architecture Section

Attachment

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**Historic Resources Survey for the Widening of
SR 1595 (Surrett Drive) from I-85 to
SR 1961 (West Market Center Road)
in High Point**

Guilford County, North Carolina

TIP# U-5864

WBS# 46389.1.1



NEW SOUTH ASSOCIATES, INC.

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Historic Resources Survey for the Widening of SR 1595 (Surrett Drive) from I-85 to
SR 1961 (West Market Center Road) in High Point

Guilford County, North Carolina

TIP# U-5864
WBS# 46389.1.1

Report submitted to:

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

Mary Pope Furr – Historic Architecture Supervisor

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



Mary Beth Reed – Principal Investigator

Ellen Turco - Historian and Author

January 16, 2018 – Final Report
New South Associates Technical Report 2778

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1.0 Management Summary

The North Carolina Department of Transportation (NCDOT) proposes to widen SR 1595 (Surrett Drive) from I-85 to SR 1961 (West Market Center) in High Point, Guilford County (WBS# 46389.1.1; TIP# U-5864). 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 one property, the U.S. Furniture Industries/Lampart Tables Factory (GF8774), and a potential industrial historic district warranting additional study and a National Register of Historic Places (NRHP) eligibility evaluation. The Area of Potential Effects (APE) for this project is 75 feet from the centerline of SR 1595.

In October 2017, NCDOT requested New South Associates, Inc. (New South) assess the NRHP eligibility the U.S. Furniture Industries/Lampart Tables Factory (GF8774) and the potential industrial historic district. This report provides the results of that evaluation.

As a result of this study, for the purposes of compliance with Section 106 of the National Historic Preservation Act, as amended, New South makes the following recommendations.

Survey Site No.	Resource Name	NRHP Eligibility Recommendation	Criteria
GF8774	U.S. Furniture Industries/ Lampart Tables Factory	Not Eligible	
GF8977	Brevard Road Industrial Area	Eligible	A & C

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2.0 Project Description and Methodology

The North Carolina Department of Transportation (NCDOT) proposes to widen SR 1595 (Surrett Drive) from I-85 to SR 1961 (West Market Center) in High Point, Guilford County (WBS# 46389.1.1; TIP# U-5864). This project is subject to review under the Programmatic Agreement for Minor Transportation Projects in North Carolina (NCDOT 2009). Pursuant to 36 CFR Section 800.4(b), NCDOT architectural historians established an Area of Potential Effects (APE) for the project that measured 75 feet from the centerline of SR 1595. NCDOT identified one individual architectural resource, the U.S. Furniture Industries/Lampart Tables Factory (GF8774), and one potential industrial historic district, that might be affected by the undertaking (Figure 2.1).

In October 2017, NCDOT requested New South Associates, Inc. (New South) to intensively survey the U.S. Furniture Industries/Lampart Tables Factory (Lampart Tables Factory) and conduct a reconnaissance survey of the Surrett Drive Industrial Area. NCDOT also requested the preparation of a report assessing the properties' eligibility for the National Register of Historic Places (NRHP) within the contexts of architecture and the High Point furniture industry. Laura A. W. Phillips initially recorded the Lampart Tables Factory as part of the *High Point Industrial Architecture Survey* in 2014. The North Carolina State Historic Preservation Office (HPO) previously assigned survey site number GF8774 to this resource. At the request of New South, the HPO assigned GF8977 to a resource group, the Brevard Road Industrial Area, within the larger Surrett Drive Industrial Area. The latter was defined by NCDOT architectural historians as roughly bounded by West Market Center Drive and West Fairfield Road to the north and south, and Uwharrie Road and South Main Street to the west and east (Figure 2.2).

New South Senior Architectural Historian Ellen Turco visited the project area on October 24, 2017. The Lampart Tables Factory was visually inspected and the exterior and setting were documented with written notes and digital photographs. The factory's interior was inaccessible. Additionally, a windshield survey of the Surrett Drive Industrial Area was conducted. Prior to the windshield survey, Guilford County tax parcel data was downloaded and approximate construction dates for each building within the area were obtained. In the field, the architectural historian observed the frequency of building types (commercial, residential, industrial) and photographed representative streetscapes and individual buildings when architectural integrity or style warranted.

The windshield survey resulted in the identification of a discrete section within the Surrett Drive Industrial Area, the Brevard Road Industrial Area, that appeared to justify evaluation as an NRHP district. This area possessed a concentration of similarly designed industrial buildings erected between 1954 and 1965. Parts of the larger Surrett Drive survey area were excluded from the

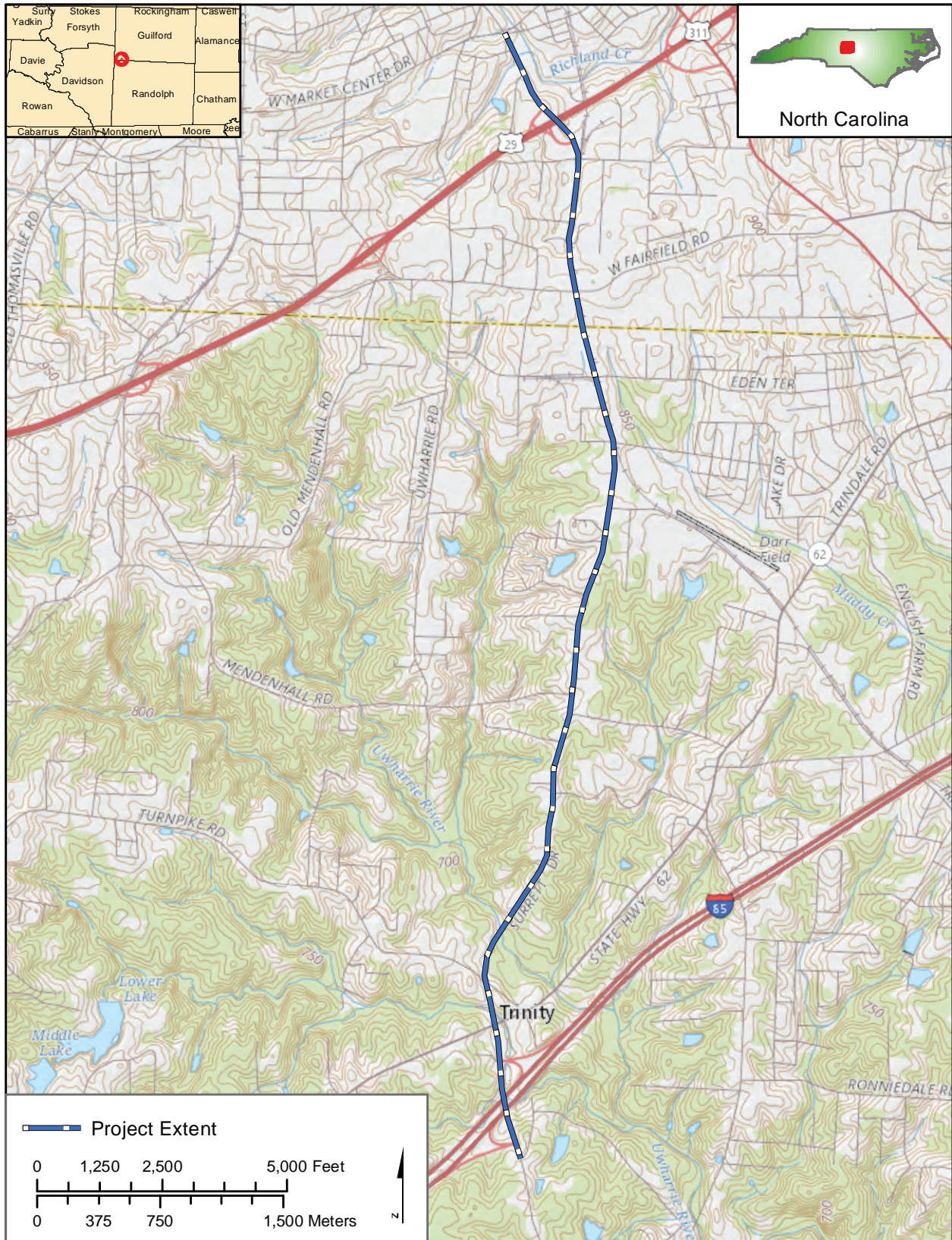
NRHP district evaluation because they lacked a concentration of buildings more than fifty years of age and/or the buildings lacked physical integrity. Also noted was the presence of isolated pockets modest mill village-type housing that were not obviously associated with a mill.

Several on-line and published sources were reviewed to provide a basis for evaluating historic resources for this study. The statewide architectural survey records of the HPO were reviewed using the HPOWEB, the HPO's online GIS service. Guilford County tax parcel data, available at <http://gis.co.guilford.nc.us/guilfordjs/>, were used to determine the age and ownership history of resources within the survey area. Historic topographic maps and aerial photographs were viewed at historicaerials.com and nationalmap.gov and the U.S. Geological Survey's historical topographic map collection. Sanborn Fire Insurance Maps (1902 though 1919) were accessed at the North Carolina Maps website (<http://web.lib.unc.edu/nc-maps/index.php>) a digital collection of maps from the North Carolina State Archives, the North Carolina Collection at UNC-Chapel Hill, and the Outer Banks History Center. The *High Point Industrial Architecture Survey* was used to develop a local context for industry (Phillips 2014a). Benjamin Briggs' book, *The Architecture of High Point North Carolina* (2008) provided background history. As part of the current survey, New South consulted with Mr. Briggs regarding industrial development in High Point. The historical development, architecture, and social and economic significance of the Lampart Tables Factory and the Surrett Drive Industrial Area were assessed and evaluated within its respective context according to the established NRHP criteria.

The results of this intensive-level investigation and NRHP evaluation are presented in this report. This report complies with the 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 NC SHPO's *Report Standards for Historic Structure Survey Reports/Determinations of Eligibility/ Section 106/110 Compliance Reports in North Carolina*.

HISTORIC RESOURCES SURVEY FOR THE WIDENING OF SR 1595 (SURRETT DRIVE) FROM I-85 TO SR 1961 (WEST MARKET CENTER ROAD) IN HIGH POINT

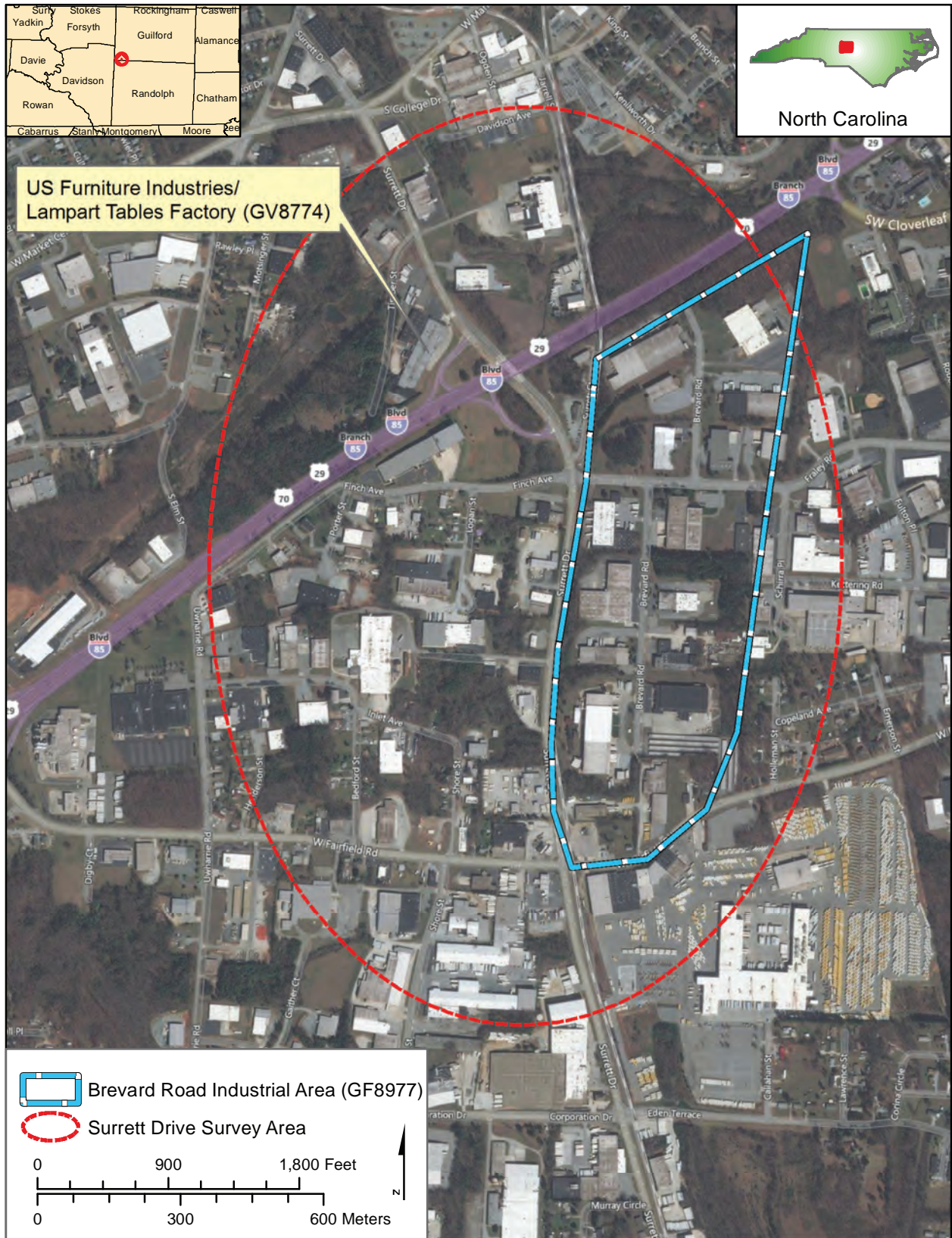
Figure 2.1. Project Location



Source: ESRI Resouce Data

HISTORIC RESOURCES SURVEY FOR THE WIDENING OF SR 1595 (SURRETT DRIVE) FROM I-85 TO SR 1961 (WEST MARKET CENTER ROAD) IN HIGH POINT

Figure 2.2. Location of Historic Resources



Source: Bing Hybrid Maps (2010)

3.0 Historic Context

The context below is adapted from Laura A.W. Phillips' 2014 survey report, *High Point Historic Industrial Architecture Survey*.

3.1 HIGH POINT INDUSTRY, LATE NINETEENTH CENTURY TO 2000

High Point, in Guilford County, North Carolina, developed around the crossroads of the North Carolina Railroad and the Great Fayetteville and Western Plank Road, created in 1855. Like many other towns that owed their existence to the opportunities afforded by the railroad, High Point grew during the second half of the nineteenth century in all areas of community life –commerce, small industrial pursuits, housing, churches, and schools. By the end of the century, industries were growing in number and size, and during the first half of the twentieth century, these expanded until High Point was recognized not only as the Furniture Capital of the South, but also a leading center for hosiery manufacturing in the United States (Phillips 2014a:3).

3.1.1 Pre-1900 Industrial Development in High Point

Perhaps the greatest long-term change for North Carolina after the Civil War was the coming of the Industrial Revolution to the state. Starting slowly after the war and increasing in pace toward the end of the nineteenth century, industrialization moved the state from a primarily agrarian economy with some small-scale, fairly isolated industries, to one where large-scale industry was seen as the source of economic salvation. By 1880, industry in North Carolina had surpassed its prewar volume and prosperity. Industrialization continued to expand, spurred by the exhortations of newspapers across the state, which called for the emergence of a New South based on the development of industry, natural resources, and railroads. A barrage of editorials and special publications spread the word and maintained the pressure to industrialize. Expansion took place primarily in three industries – cotton textiles, tobacco, and furniture – but there was also a wide variety of other industrial endeavors (Phillips 2014a:7).

The industries shown on the 1885 Sanborn maps of High Point were typical of those found in North Carolina Piedmont towns during the late nineteenth century. They included two gristmills; a sash, door, and blind factory; a planing mill; a shuttle and spoke factory; a marble works, and two tobacco factories (Phillips 2014a:7). Established in 1888, the High Point Furniture Factory (GF 630) was not only the city's first furniture manufacturer, but also the first in the state. Only its 1905 office with an attached warehouse remains at 305 East Commerce Avenue. The Sanborn maps for 1890 and 1896 show additional furniture and textile factories, including the High Point Chair Company, Empire Plaid Mills, Eagle Furniture Company, Home Furniture Company, Alma Furniture Company, Globe Furniture Company, and Tate Furniture Company, all of which were located close to the center of High Point (Phillips 2014a:8).

3.1.2 Industrial Development 1900 to 1945

According to a Chamber of Commerce brochure, by 1922 High Point had 48.5 miles of railroad siding linked to the Southern Railway, the Carolina and Yadkin River Railroad, and the High Point and Asheboro Railroad, thus allowing industries to locate farther from the main track. Over time, High Point's industries spread south of the city's commercial core. At the turn of the twentieth century, the industrialization of High Point was well underway and it was not long before the city became one of North Carolina's most prominent manufacturing centers. A variety of industries made their home in High Point, but it was in furniture, textiles, and their support industries, such as showrooms, lumber companies, and plants for painting, veneering and upholstering that the city excelled due its position as a transportation center, its proximity to raw materials, and the availability of cheap labor. In his 1900 and 1903 promotional books on High Point, J.J. Farriss asserted that there were 33 factories in town. In his 1907 book, when High Point's population had grown to 12,000, Farriss listed 62 manufacturing plants. In 1913, local industrialists John



Source: Library of Congress Geography and Map Division Washington, D.C.

Figure 3.1. Aero View of High Point, North Carolina, 1913, by Charles Hart. Note: View is Looking South

Hampton Adams and James Henry Mills built the Highland Cotton Mill (GF 3266; NRHP district 2013) at the north end of the project area. The 1913 cotton mill building exhibited the standard industrial “slow-burn” construction of the early twentieth century: heavy timber frames and load-bearing masonry walls. Interior lighting and ventilation was provided by large windows in arched openings and a monitor-topped shallow gable roof. Perhaps the most telling image of High Point's growing industrial scene was Charles Hart's bird's-eye view published in 1913, in which smoke stacks indicate the presence of more than 60 factories, many clustered south of the railroad tracks (Phillips 2014a:8, 2013:8.47-48) (Figure 3.1).

Immediately after the start of the World War I in 1914, orders for furniture were canceled and industrial activities stagnated. After the war, with expanded markets in other parts of the country, both the style and quality of the furniture produced in High Point improved, and thereafter High Point manufactured high-end as well as lower-priced furniture. Construction of new furniture factories slowed in the 1920s. The Great Depression of the 1930s took its toll on furniture manufacturing in High Point and nearly half of the city's furniture factories closed. Some of these buildings were put to new use by other industries and often were overbuilt, while others were demolished (Phillips 2014a:9).

When the United States entered World War II at the end of 1941, furniture orders dropped. Under a War Production Board order, beginning in November 1942, no more spring-containing furniture could be manufactured for civilian use as any metal of a non-essential nature was eliminated from furniture construction. The loss of available workers was also an impediment to the industry. However, some High Point factories turned their manufacturing capabilities toward supporting the war effort (Phillips 2014a:9–10).

3.1.3 Industrial Development 1945 to 1990s

Once materials became available again and restrictions were lifted at the end of World War II, construction of all types boomed. This was especially true in the industrial world, where upgrades and new construction could finally proceed. In High Point, this involved the installation of new equipment, facilities improvements and expansions, and the construction of entirely new industrial plants of steel, reinforced concrete and concrete block. Although much of this activity took place near the center of town, where industries had always been located, new concerns often opted for available sites to the south and southeast of the Southern Railway tracks (Phillips 2014a:15). Many of the industrial facilities erected in the late 1940s and 1950s were utilitarian and similar in form and materials to those built in

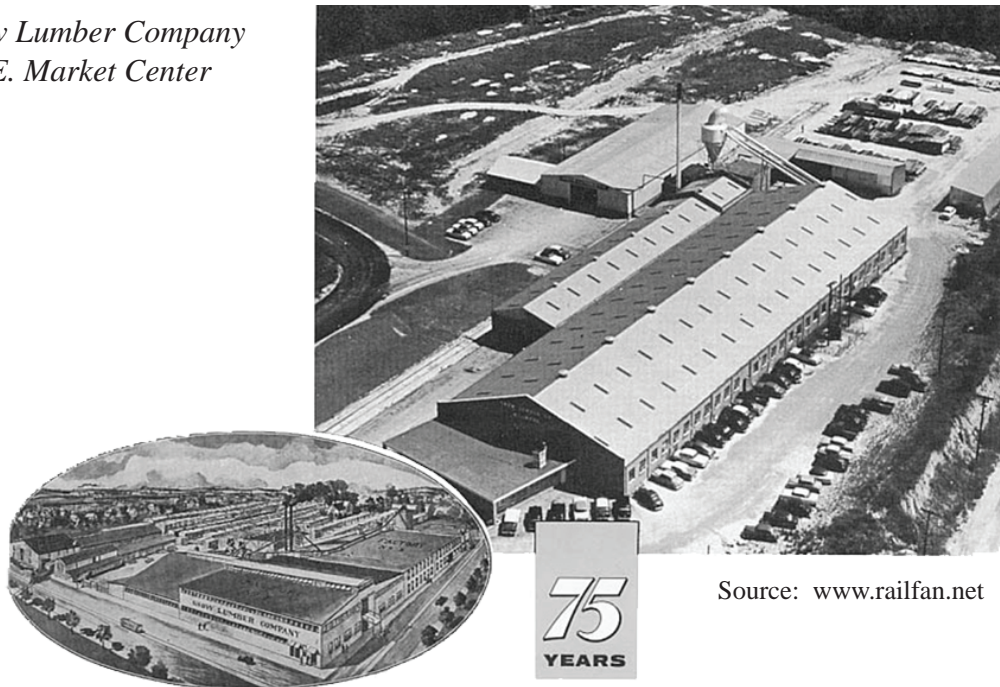
the preceding decades. For example, the James Furniture Company, later known as Thayer Coggin, Inc. (GF 8783; SL 2014), built a new plant at 800 Burton Avenue around 1950 (Figure 3.2). In 1956, Snow Lumber Company (GF 8770; SL 2014), a provider of wood for the furniture industry, built a 13-acre complex anchored by a brick factory with a steel truss roof at 200 East Market Center Drive after the company outgrew its original center city location (Figure 3.3).



Courtesy of Laura A. W. Phillips

Figure 3.2. James Manufacturing Company-Thayer Coggin, Inc.

Figure 3.3. Snow Lumber Company at Original and E. Market Center Location



Source: www.railfan.net

Some factory owners adopted the modes of nationally popular architectural movements such as the streamlined curves of the Moderne style and the horizontal forms, flat roofs and glass expanses of Modernist architecture. Both stylistic vocabularies were viewed as particularly appropriate for state-of-the-art factories. An early example of Modernism applied to a factory is the circa-1946 glass and brick Plymouth Hosiery Mills (GF 8806) designed by High Point architect Tyson Ferree (Figure 3.4). In 1956, Marsh-Armfield Company (GF 8088; SL 2014), a supplier of foam rubber for furniture, built a two-story, flat-roofed brick office with a cantilevered entry canopy and bands of metal sash windows.



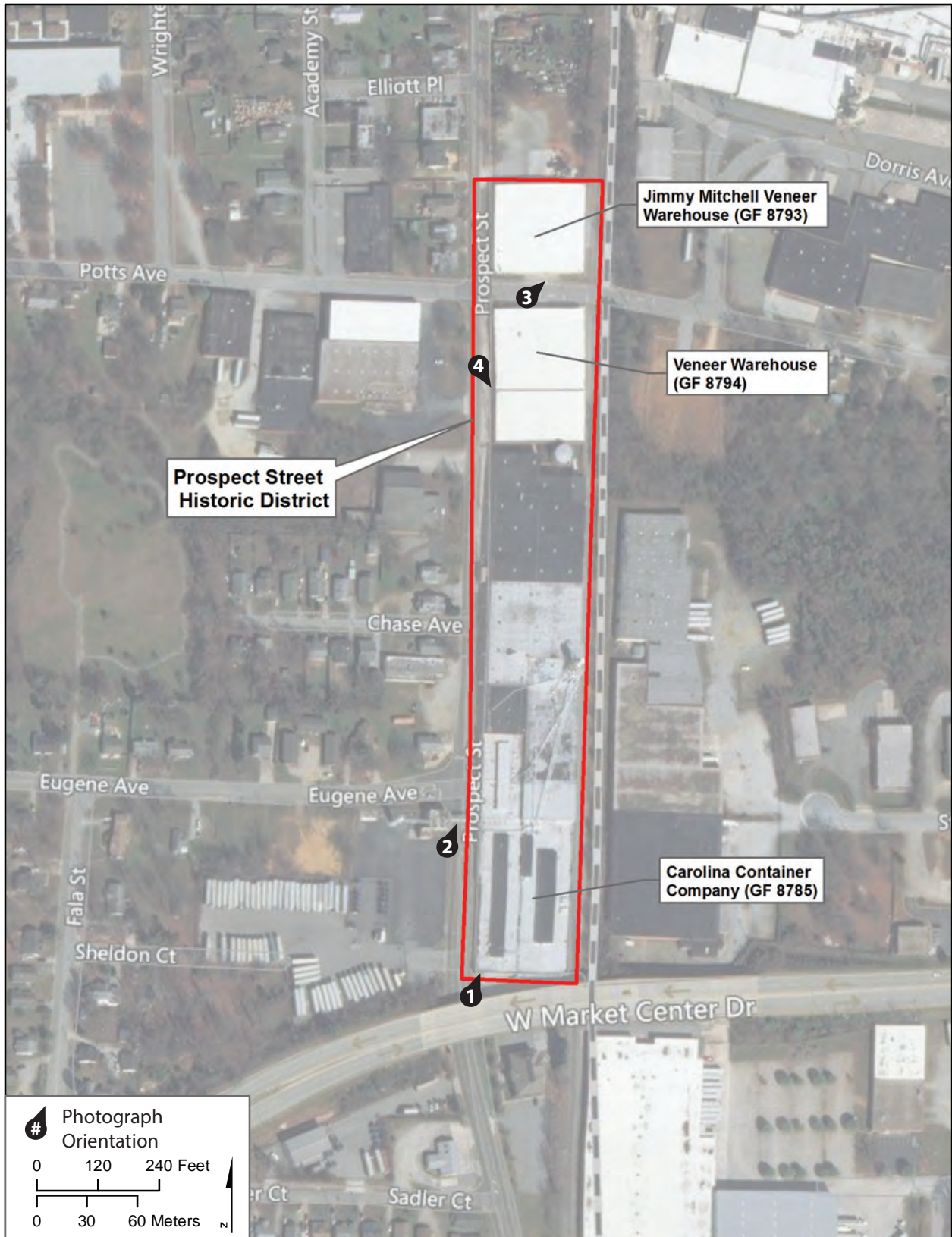
Figure 3.4. Plymouth Hosiery Mills

Courtesy of Laura A. W. Phillips

By 1950, High Point had established a city planning department to regulate land use and enforce building codes (Briggs 2008:73, 82). This event changed how the city grew. Prior to the adoption of land use zoning, the city developed in a patchwork manner with industrial, residential, and institutional buildings blended together. The land north of downtown was platted for suburban housing for High Point's wealthy and middle-class white citizens, but in the central, south, and west parts of the city, it was common for factories and modest housing to coexist, sometimes in planned mill villages and, in other instances, in a parcel-by-parcel arrangement. As a result of the new zoning regulations, after about 1950, residential and industrial land uses were required to be geographically segregated. At first, factories and warehouses were grouped together in clusters, but later, single-use areas, often located next to major truck routes, were intentionally developed as planned industrial parks. In industrial parks, Modernist buildings, or Modernist-inspired architectural details, were favored over utilitarian industrial buildings. Modernist-style factories were placed on large lots with vegetative landscaping for a suburban feel. Plentiful parking was also incorporated into the sites, flagpoles prominently displayed the American flag, and signage was incorporated into the landscape. The factories of the modern industrial park typically contained most, if not all, functions – office, manufacturing, storage, packing, and shipping – under one roof. Industrial areas that emerged in the 1950s and 1960s include the Prospect Street Historic District (GF 8818; SL 2014), the Old Thomasville Road Area, and the Brevard Road Industrial Area within the Surrett Avenue Industrial Area (Benjamin Briggs, personal communication, 2017). These areas illustrate the evolution from early industrially-zoned building clusters to the planned industrial park.

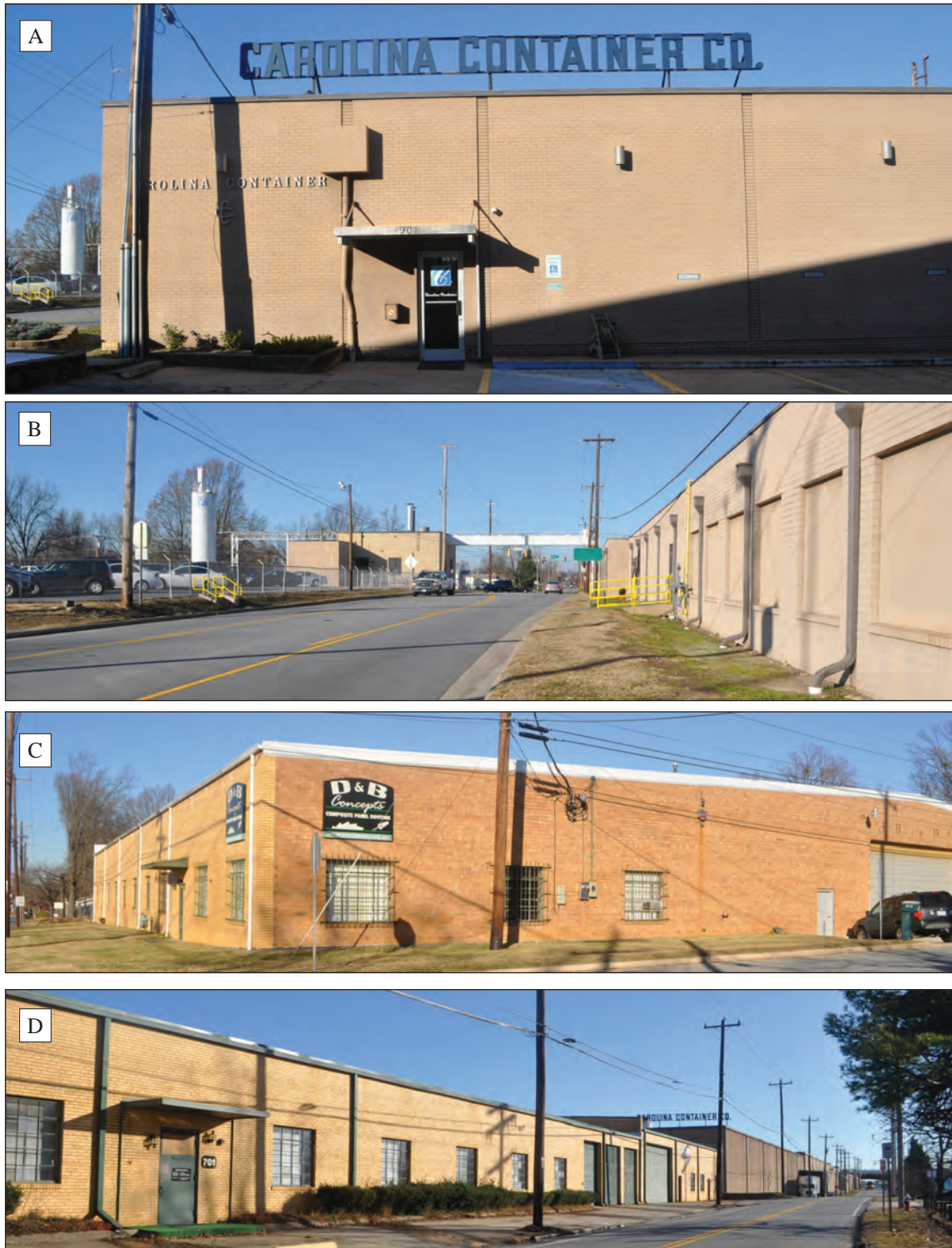
The Prospect Street Historic District is an example of an early 1950s industrial cluster. The district contains three 1950s businesses that supported High Point's furniture industry (Figures 3.5 and 3.6). The densely packed, linear district occupies the east side of the 900 block of Prospect Street and is sandwiched between the West Market Center Drive overpass, Prospect Street, and the railroad tracks. It contains three businesses: the Carolina Container Company, which was built in 1929 and tripled in size in the 1950s; an abutting 1953 veneer warehouse; and the 1951 Jimmy Mitchell Veneer Warehouse on the north side of Potts Avenue. All are utilitarian, one-story brick-veneered buildings with broad, slightly pitched gable roofs, multiple loading bays, and minimal fenestration. Old Thomasville Road is another of High Point's many industrially zoned factory corridors. North of West Market Center is an eight-building complex developed by the National Upholstery Company (Figures 3.7 and 3.8). This area was built out between 1948 and 1999, with the majority of construction occurring before 1973 when Burlington House Furniture acquired National Upholstery. The complex is anchored by a 1957 flat-roofed brick Modernist-style building set on a large landscaped lot on a hill. Vehicular parking is plentiful, and planting beds and grass lawns are part of the setting. The Southwest Industrial Park, at the south end of Old Thomasville Road, is a more mature iteration of the industrial park theme (Figures 3.9 and 3.10). It consists of one-story brick buildings built predominantly in the 1990s.

Figure 3.5. Photograph Key of the Prospect Street Historic District



Source: Bing Hybrid Maps

Figure 3.6. Images of Prospect Street Historic District



- a. Carolina Container from Parking Lot Looking North
- b. Looking North on Prospect Street
- c. North Side of Jimmy Mitchell Veneer Warehouse
- d. West Side of Veneer Warehouse

Figure 3.7. Photograph Key for the National Upholstery Complex



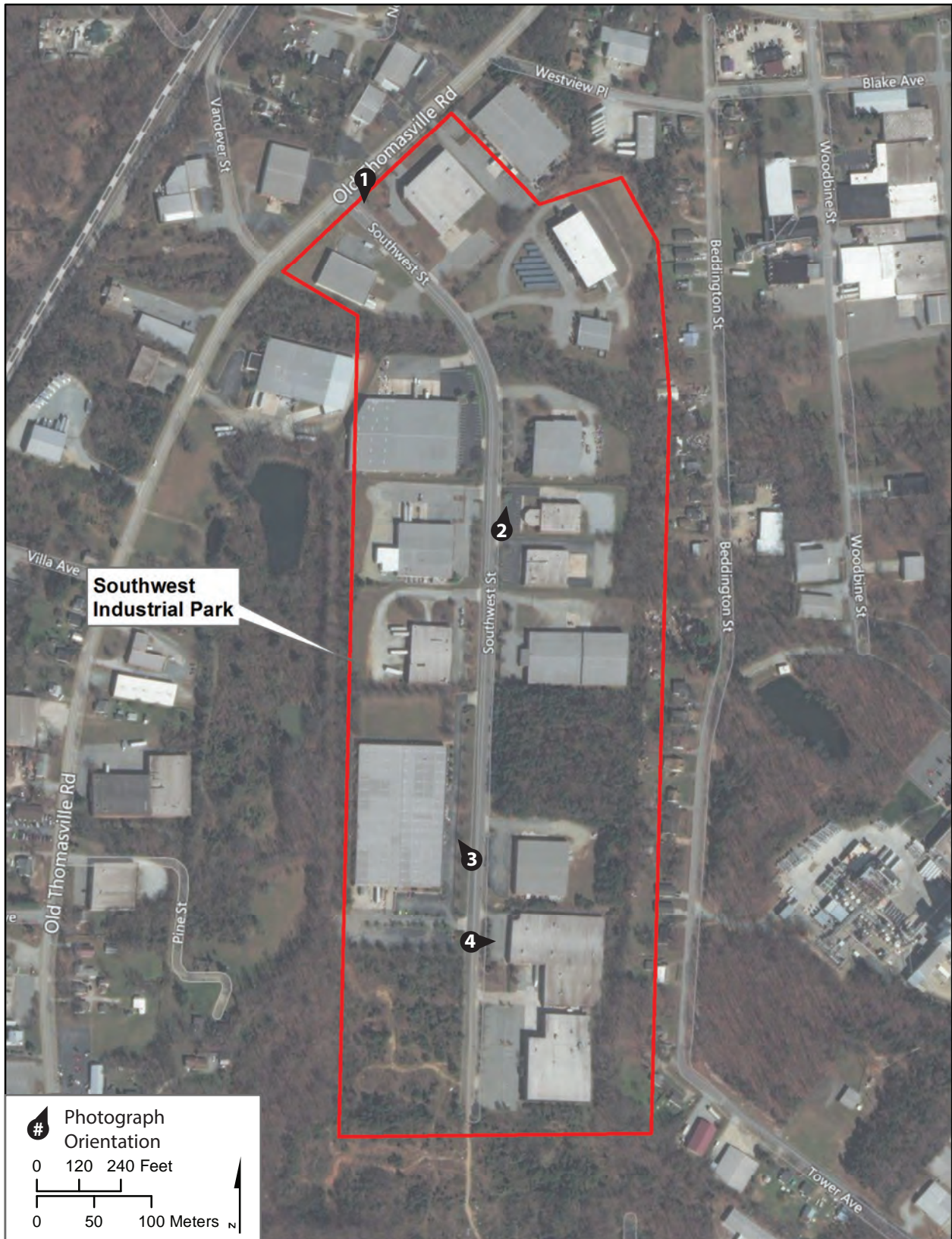
Source: Bing Hybrid Maps

Figure 3.8. Images of the National Upholstery Complex



- a. Old Thomasville Road Looking North into National Upholstery Complex
- b. Modernist Building in National Upholstery Complex
- c. Northwest Corner of Old Thomasville Road and Sinclair Road Looking Northwest

Figure 3.9. Photograph Key for the Southwest Industrial Park



Source: Bing Hybrid Maps

Figure 3.10. Image of the Southwest Industrial Park



- a. Entrance to Southwest Industrial Park
- b. Southwest Street Looking North
- c. Typical Building in Southwest Industrial Park, West Side of Southwest Street
- d. Typical Building in Southwest Industrial Park, East Side of Southwest Street

The first factories in the Surrett Avenue Industrial Area were built in the early 1950s at the southern edge of High Point (Figure 3.11). South Elm Street ran south along the eastern edge of the Highland Cotton Mill Village for approximately 2.7 miles, following the path of present day Uwharrie Road. Market Center Drive, at the north end of the project area, had not yet been extended west from South Main Street. Present-day Surrett Drive, Fraley Road, and Brevard Road did not yet exist. A private airfield was situated in the present day location of Brevard Road (Benjamin Briggs, personal communication, 2017), and was later developed into an industrial park. The north-west spine of the Carolina and Northwestern Railway bounded the west side of the park. I-85 cut through the area around 1960. The arrival of the interstate made southern High Point attractive to factories that were no longer fully dependent on rail.

One of the first factories built in the Surrett Avenue Industrial Area was the Davis Furniture Company. Brother and sister partners John and Dorothy Davis had worked for local firms Tomlinson Furniture and Heritage Furniture, respectively, when they started an upholstery repair shop in 1944. By the mid-1950s, they had shifted to the manufacture of living room furniture. In 1952, the company built the first of seven flat-roofed, concrete block buildings south of College Drive in the Surrett Drive Industrial Area (Figure 3.12).

The company expanded into the college and university furnishings market by this time (Davis Furniture 2017). Buildings were added to the complex in 1963, 1970, 1973, 1978, 1981, and 1982 (Guilford County Tax Parcel Data). Known as Davis Furniture Industries today, the company manufactures European designs through license agreements. The buildings that make up the Davis Furniture complex are unified by their gray and black paint scheme.

The Brevard Road Industrial Area at the southern end of the Surrett Avenue Industrial Area was a suburban-style industrial development containing plants to manufacture veneers and varnishes, adhesives, and other chemical coatings, as well as paper and packing for industrial applications

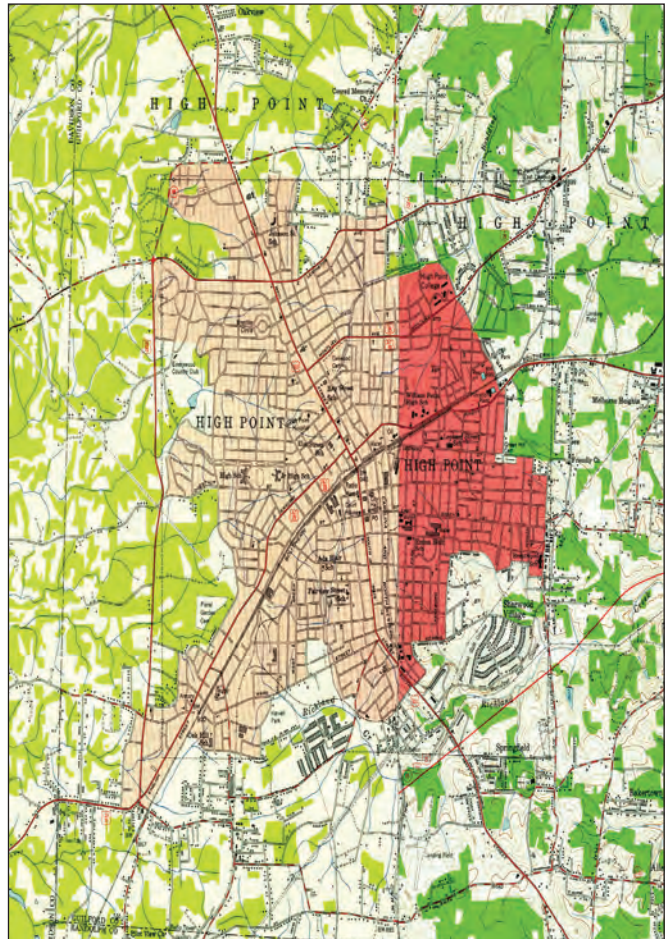


Figure 3.11. High Point East (1950) and High Point West (1949) Topographic Maps

Figure 3.12. 1952 Davis Furniture Plant



a. 1952 Davis Furniture Plant
b. Davis Furniture Plant from West Market Center Looking South

(Figure 3.13). Eleven industrial plants were built on large plots between 1959 and 1965. The area was initially developed by local businessman Edward Drake, Jr., a vice-president of Jiffy Manufacturing Company, a paper bag producer located at the south end of the road in a building constructed in 1961. In 1954, Drake purchased two tracts of land on present-day Brevard Road from the previous owners T.M. and Ruby Briles and Ralph O. and Frances H. Smith (Guilford County Deed Book 1573, page 248-249). Drake then sold parcels to private companies, which built facilities to their own specifications. No known maps survive to indicate if this area was formally platted or designed. However, Drake clearly had in mind developing the area for industrial purposes, and orienting it around the former private airstrip, which would become Brevard Road. The first industrial plant, the Modernist-style Snyder Paper



Source: Guilford County GIS, 2/2015
Figure 3.13. Brevard Road Looking South



Figure 3.14. 3M Corporation, Circa 1960

Courtesy of the High Point Historical Society

Corporation, was erected in 1959 at the southwest corner of Brevard and Fraley roads. In 1960, the 3M Corporation, a multinational corporation founded in 1910 as the Minnesota Mining and Manufacturing Company, built a local plant to supply the furniture industry with adhesives (Figure 3.14). Drake's International-style Jiffy Manufacturing Company followed in 1961. These and other facilities in Brevard Road Industrial Area represent High Point's most fully expressed collection of Modernist industrial buildings in one of the city's earliest suburban industrial parks.

Concurrently with the build-out out of the Brevard Road Industrial Area, the U.S. Furniture Industries/Lampart Tables Factory went up at 1200 Surrett Drive in 1963 (Figure 3.15). Stanley Taylor founded the company in Thomasville in 1946. Initially known as Southern Seating, the company began operations in a four-car garage, and later moved into to a large cow barn before erecting its first building at 101 Liberty Drive in Thomasville. Next, Southern Seating moved to Ward Avenue in High Point, where it made dining room suites and dinette parts. The company expanded and started several new subsidiaries, including the S&R Company in Thomasville and the Blacksmith Shop and New Products Corporation in High Point. Southern Seating Corporation kept growing, adding subsidiaries that produced sofas, chairs, dinette sets along with other home furnishings (Phillips 2014b). In 1959-1960, Southern Seating began manufacturing office chairs and institutional furniture. The building at 1200 Surrett Drive was erected in 1963 as the company headquarters and as the manufacturing plant for its subsidiary, Lampart Tables, which made laminated tabletops for home and office. In 1964 or 1965, Southern Seating changed its name to U.S. Furniture Industries to reflect its expanded product line. At the peak of its productivity, the company had 1,200 workers, making it one of High Point's largest employers. Additions to the



Figure 3.15. U.S. Industries Headquarters/Lampart Tables Factory

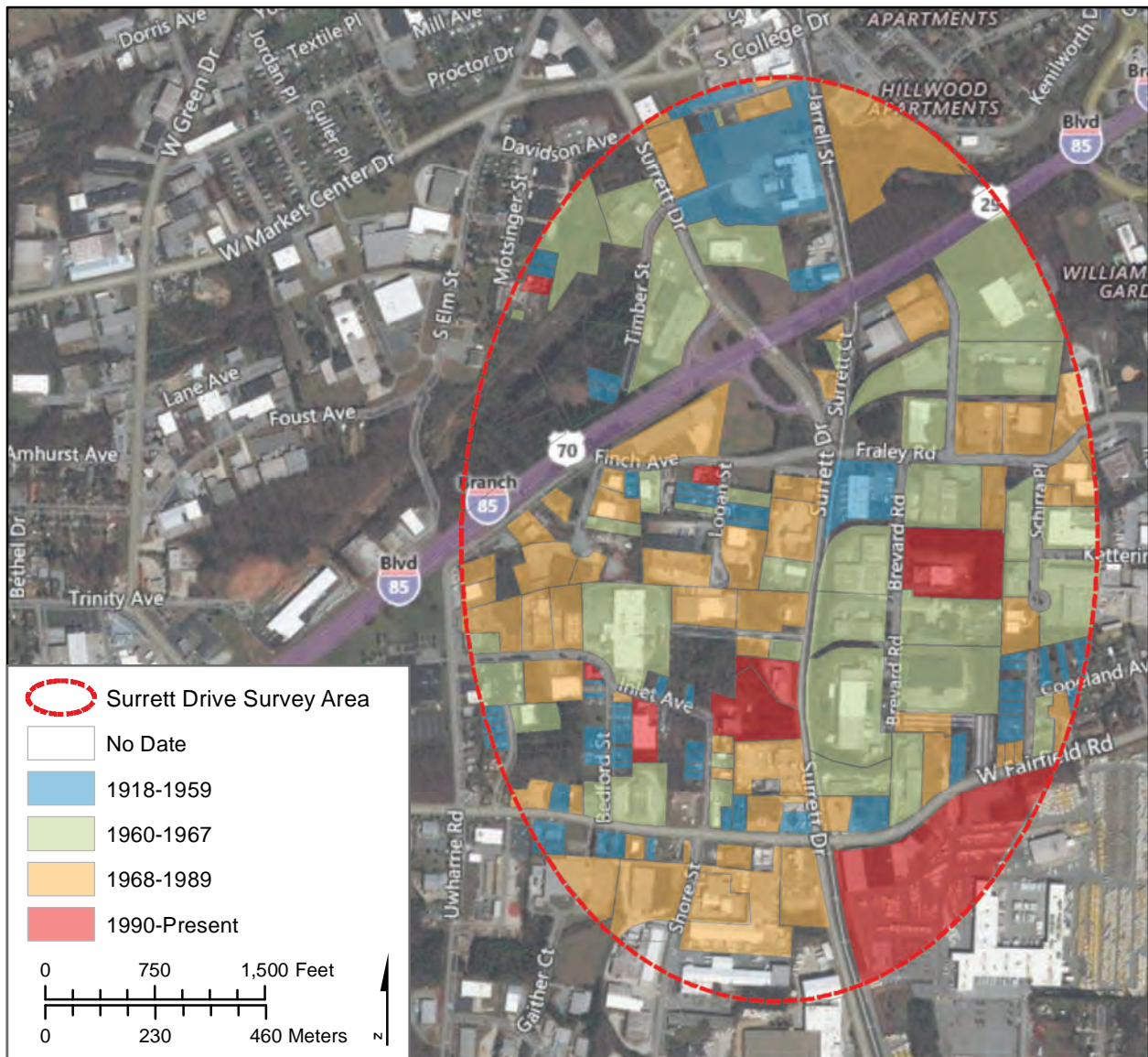
building were constructed around 1983. In 1999, the company sold the Surrett Drive building to Eddie and Louise Bradley (Guilford County Deed Book 2194:21), who operated four businesses in the building: a paper bag manufactory, a restaurant, an Indian Motorcycles sales outlet, and a tee shirt and hat printing and embroidery business. After Eddie Bradley's death in 2007, the restaurant closed, and tee shirts were no longer printed. Louise Bradley retains ownership of the building, which at present, is partially occupied by Eagle Screen Printing & Embroidery (Phillips 2014b).

3.1.4 Late Twentieth Century Decline of Industry in High Point

Beginning in the 1980s, many industries, especially those aligned with furniture and hosiery, struggled to make a profit in the face of competition from foreign, mainly Asian, producers, whose operating costs were lower. Furniture design and production was also outsourced to Asian factories, and the finished products were shipped back to the U.S. market for less than domestic production cost. This was the case not only in High Point, but across the nation (Phillips 2014a:18). During the 1980s, 1990s and early 2000s, the High Point Enterprise newspaper was replete with announcements of mill and factory closings. Publicly owned companies reported reduced sales and profits, while many privately held furniture companies went out of business without any public notice or announcement (Brown 2001:1). The decreasing pace of industrial construction in High Point as a whole, and the Surrett Drive Industrial Area in particular, typified this trend (Figure 3.16).

Still, some long-time furniture related industries managed to endure and, in some cases, thrive. Among these are Marsh Furniture Company, Ritch Face Veneer Company, Carolina Container Company, and Davis Furniture Industries. The buildings of some of the companies that met their demise during this period were converted to furniture showrooms or adapted by other industries,

Figure 3.16. Construction Dates by Parcel in the Surrett Drive Industrial Area



Source: Bing Hybrid Maps (2017)

while some have burned and/or been demolished. Still others stand underused or vacant, facing many challenges but also opportunities for the future (Phillips 2014a:18–19). In 2012, the City of High Point received a matching grant from the Federal Historic Preservation Fund to record the city’s industrial resources. Laura A. W. Phillips conducted the historic architecture survey. Sixty-nine industrial buildings were intensively surveyed, and 16 of these were recommended for the State Study List of resources potentially eligible for the NRHP.

4.0 Furniture Industries/Lampart Tables Factory

Resource Name	U.S. Furniture Industries/Lampart Tables Factory
HPO Survey Site #	GF8774
Location	1200 Surrett Drive, High Point, Guilford County
PIN	7709 25 9320
Date(s) of Construction	Circa 1963; Circa 1983
Recommendation	Not Eligible for NRHP



4.1 SETTING

The U.S. Furniture Industries/Lampart Tables Factory (Lampart Tables) occupies an 8.6-acre parcel in southern High Point in Guilford County. The parcel is on the west side of Surrett Drive and north of the northwest I-85 ramp (Figure 4.1). Surrett Drive runs north-south, bisecting a predominantly industrial area that was built between the 1950s and 1990s, approximately 1.5 miles south of downtown High Point. Lampart Tables fronts Surrett Drive and faces northeast. A paved parking area is in front of the building and a paved truck lot enclosed by a high chain link fence is to the north. The building is mostly vacant, although a screen-printing business occupies the east part of the building.

4.2 DESCRIPTION

Lampart Tables is a one-story, flat-roofed, steel frame, brick veneered industrial building containing 107,700 square feet of interior floor space (Figure 4.2). Typical of industrial buildings from the second half of the twentieth century, much of the building is windowless. The oldest section, dating to 1963, is flat-roofed and rectangular. Containing approximately 63,000-square feet, it was constructed to house the Lampart Tables manufacturing facility and the administrative offices

HISTORIC RESOURCES SURVEY FOR THE WIDENING OF SR 1595 (SURRETT DRIVE) FROM I-85 TO SR 1961 (WEST MARKET CENTER ROAD) IN HIGH POINT

Figure 4.1. Aerial Photograph of the U.S. Furniture Industries/Lampart Tables Factory



Source: Bing Hybrid Maps (2017)

for U.S. Furniture Industries. These occupied a wing on the north side of the building facing Surrett Drive. Rows of sky lights in the roof light the manufacturing floor. The office section is differentiated from the manufacturing plant by its height, exterior wall treatment and fenestration. Its flat roofline is slightly lower than that of the main block and the exterior walls are veneered with brown brick, which may not be original. Five projecting flat canopies shelter vertical triple bands of five-light, fixed metal windows (Figure 4.3). The second bay from the west end contains a glass entry door set in a glass air lock (Figure 4.4). A second glass door entry is at east end of the office section, but this was built at the front of a later side addition and is probably not original to the office section (Figure 4.5). Poured concrete ramps and steps access both the entries.



Figure 4.2. U.S. Furniture Industries/Lampart Tables Factory North Side Facing Surrett Drive



Figure 4.3. Typical Window Arrangement on North Side of Office Section



Figure 4.4. Glass Entry Door on North Side of Office Section



Figure 4.5. Northeast Corner Showing Office Section and Addition Entry

Additions were made to the 1963 block on its east, west, and south sides at indeterminate dates. Aerial photographs revealed that the additions were not present in 1968, but all had been erected by 1998. Tax parcel data suggests, but does not confirm, the building was expanded in 1983. The approximately 23,000-square-foot west addition houses a shipping and receiving area with a six bay truck loading dock on the north side (Figures 4.6 and 4.7). Rows of skylights in the flat roof

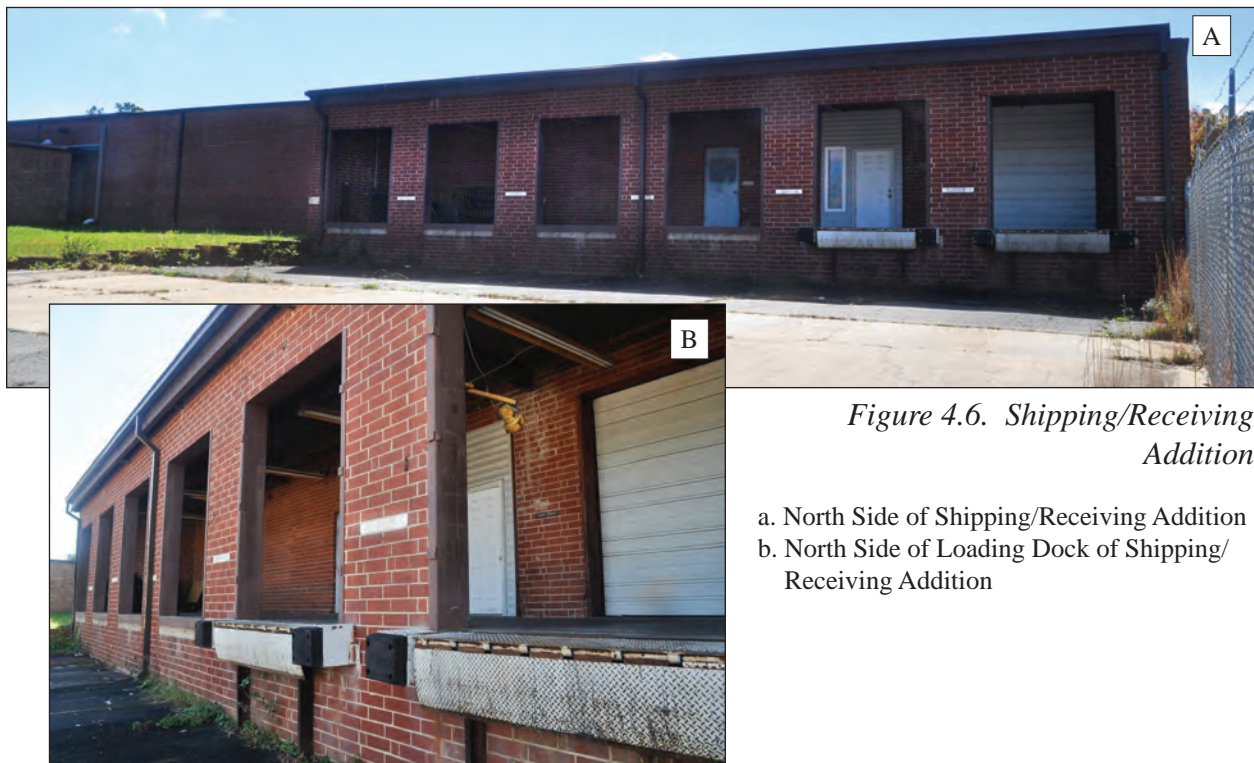


Figure 4.6. Shipping/Receiving Addition

- a. North Side of Shipping/Receiving Addition
- b. North Side of Loading Dock of Shipping/Receiving Addition



Figure 4.7. West Side of Shipping/Receiving Addition

light interior. The approximately 5,000-square foot, flat-roofed east side addition has a projecting office wing on the south side with two vertical triple bands of five-light, fixed metal windows (Figure 4.8). South of the window clusters are two solid metal personnel doors. The main entry to the office wing is accessed by a set of concrete stairs leading to a landing on the north side (Figure 4.9). There is a glass and metal door and another triple band of five-light, fixed metal windows. South of the east addition on the west wall of the 1963 factory are two small, flat-roofed brick

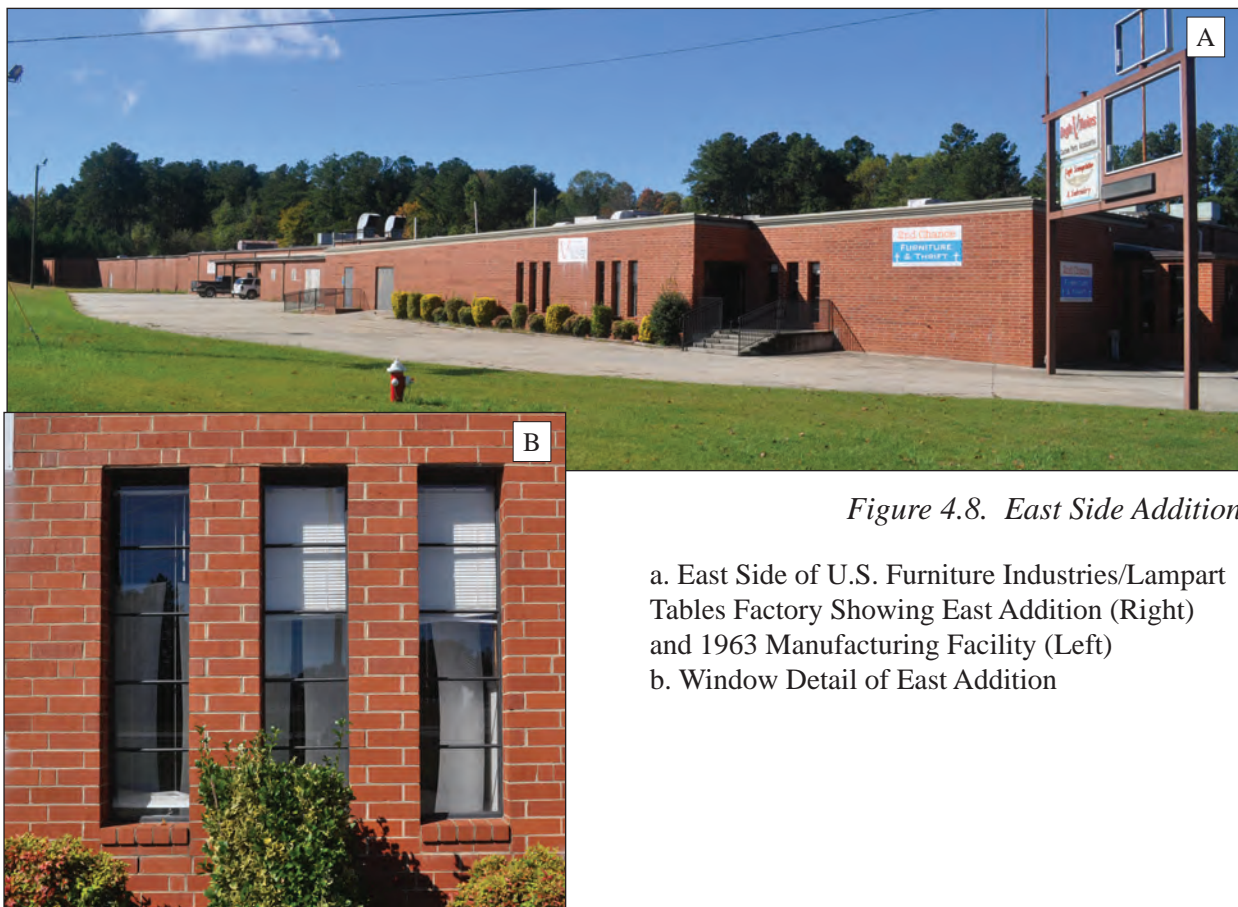


Figure 4.8. East Side Addition

- a. East Side of U.S. Furniture Industries/Lampart Tables Factory Showing East Addition (Right) and 1963 Manufacturing Facility (Left)
- b. Window Detail of East Addition



Figure 4.9. East Side Addition

- a. Northeast Corner of East Addition
- b. Southeast Corner of East Addition

venered projections, one having a roll-up garage door and another with boarded-up fenestration at the north end and an open shed at the south end (Figure 4.10). The windowless, flat-roofed south addition wraps around the back of the 1963 block from the east to the west side (Figure 4.11).



Figure 4.10. Small Additions to East Side of 1963 Building

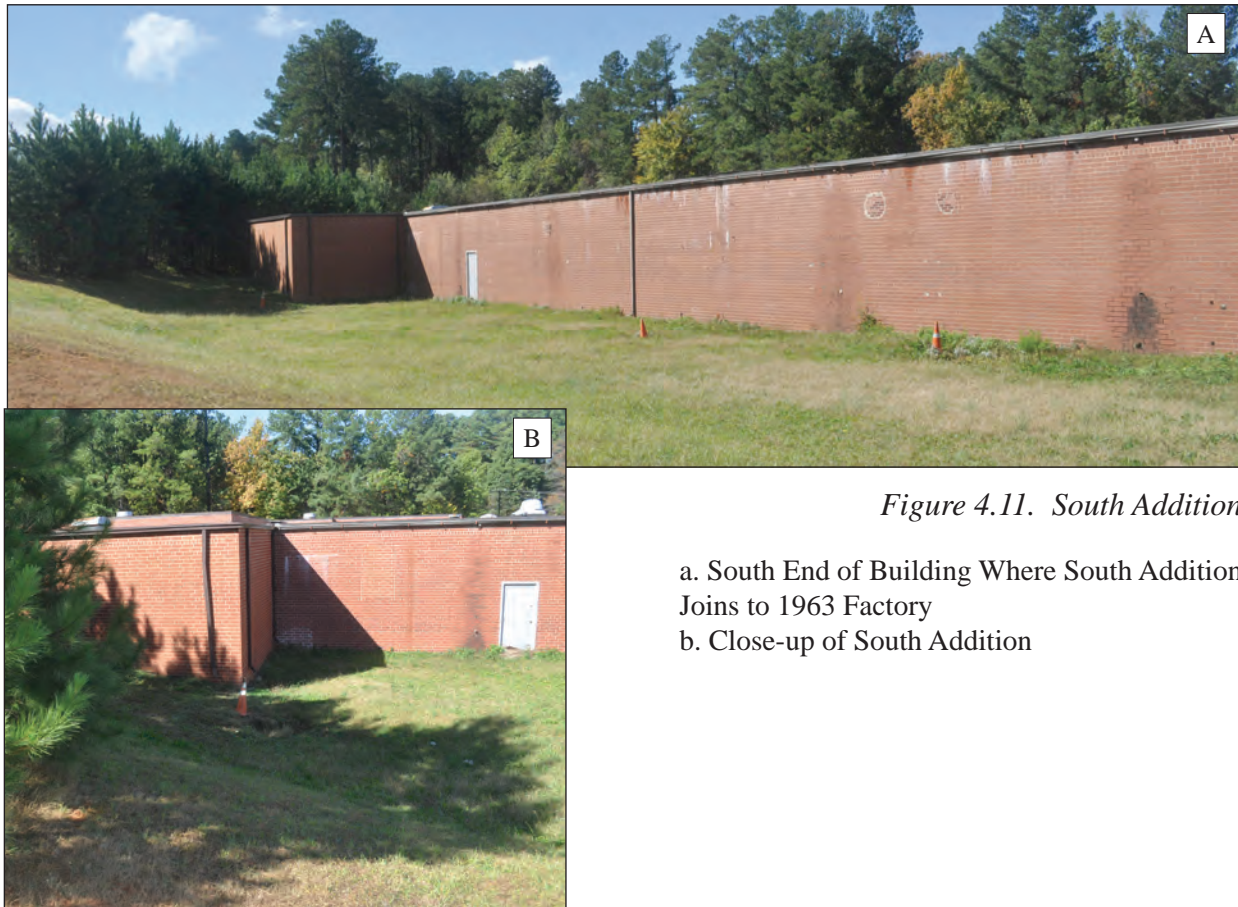


Figure 4.11. South Addition

- a. South End of Building Where South Addition Joins to 1963 Factory
- b. Close-up of South Addition

4.3 NRHP EVALUATION

4.3.1 Integrity

Properties can be eligible for the NRHP if they “possess integrity of location, design, setting, materials, workmanship, feeling, and association.” The 1963 U.S. Furniture Industries/Lampart Tables Factory remains on its original location on the north side of I-85 in an industrial area in southern High Point. The original design of the 1963 building has been obscured by 1980s additions to the east, west and south sides of the building. The building as a whole contains spaces for administration, manufacturing, storage, packing, and shipping, as was typical of manufacturing facilities at the time. The original exterior materials are covered in many places by the 1980s additions. The Lampart Tables factory closed in the late 1990s diminishing the building’s historic association with the furniture industry. The workmanship is expressed in the building’s construction methods, which are representative of the early 1960s time period, including the use of fireproof building materials, such as brick and steel. The factory conveys a moderate degree of historic feeling in that its setting and overall industrial appearance remains intact. However, its physical features from its 1963 date of construction were largely obscured by multiple large additions in the 1980s, which impede its ability to convey its character from the original phase of construction.

4.3.2 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. Lampart Tables is strongly associated with High Point's furniture industry, which began around 1900 and entered a sharp decline in the 1980s. Due to its role as a locus of industry in the state, and particularly in the furniture industry, the city has a number of NRHP-listed and eligible factories. Eligible industrial properties in High Point must "posses architectural integrity and known history," the former being "the stronger consideration" (Phillips 2014a:31). Additionally, eligible properties must always be proven to have played a significant role in history, not just to have been active during a historical time period. The Lampart Tables Factory, while a product of High Point's furniture industry in the 1960s, was not found have made an identifiable and historically significant contribution to it. Consequently, the property's association with its historic context is considered not significant and *the U.S. Furniture Industries/Lampart Tables Factory is recommended not eligible for the NRHP under Criterion A.*

Properties can be eligible for the NRHP if they are associated with persons significant within community, state, or national historic contexts. Lampart Tables was associated with its founder, Stanley Taylor. Taylor was not identified as historically significant within community, state, or national historic contexts. *Therefore, the U.S. Furniture Industries/Lampart Tables Factory is recommended not eligible 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; represent the work of a master, or possess high artistic value. Eligible industrial properties in High Point must "posses architectural integrity and known history," the former being "the stronger consideration" (Phillips 2014a:31). The Lampart Tables Factory was built adjacent to an interstate highway in 1963. It was a fireproof industrial building, typical of the early 1960s, and housed administrative, manufacturing, warehousing and shipping functions together. Its utilitarian design does not possess any strong stylistic references, unlike Tyson Ferrees's Modernist Plymouth Hosiery Mill (see Figure 3.4) and the 3M Corporation in the Brevard Road Industrial Area (see Figures 3.14 and 5.6a-c). The circa-1980s additions to the Lampart Tables Factory have eroded the materials and design integrity requisite for NRHP eligibility. The factory does not stand out from other mid- and late twentieth-century masonry industrial buildings that were examined as part of this study, such as the Davis Furniture Plant (see Figure 3.12), those in the Prospect Street Historic District (see Figures 3.5 and 3.6), and those within the National Upholstery Complex (see Figures 3.7 and 3.8). Therefore, the U.S. Furniture Industries/Lampart Tables Factory is recommended not eligible for the NRHP under Criterion C.

It is unlikely that additional study of this property would yield any data not discoverable through informant interviews and documentary sources. *Therefore, the U.S. Furniture Industries/Lampart Tables Factory is recommended not eligible for the NRHP under Criterion D.*

5.0 NRHP EVALUATION OF THE BREVARD ROAD INDUSTRIAL AREA

Resource Name	Brevard Road Industrial Area
HPO Survey Site #	GF8977
Location	Brevard Road, High Point, Guilford County
PIN	7709456147, 0177704, 0177692, 7709542744, 0177696, 7709446348, 7709432904, 7709437878, 7709431456, 7709431007, 7709438422, 7709438002, 7709427683, and 7709420496
Date(s) of Construction	Circa 1959 through 1965
Recommendation	Eligible for NRHP Under A and C

5.1 SETTING

The Brevard Road Industrial Area consists of approximately 110 acres on multiple parcels on the east and west sides of Brevard Road in southern High Point (Figure 5.1). The area is bounded on the north by U.S. 70/29, to the south by West Fairfield Road, to the east by the east parcel lines on the east side of Brevard Road, and to the west by the railroad track. The setting is industrial. The buildings are one and two-story masonry structures accessed from Brevard Road. The parcels have large paved parking areas to accommodate worker vehicles and large shipping trucks. Public outdoor areas facing the street are landscaped with grass, shrubs, trees and decorative planters. There are 14 stand-alone warehouses and industrial buildings containing multiple functions under one roof (Figures 5.2-5.9; Table 5.1). Eleven resources are recommended as contributing and three are recommended as non-contributing.

Table 5.1. Inventory List for Brevard Road Industrial Area

Historical Name	Historical Use	Address	PIN	Circa Date	Description	Status	Image
Winter Bell Manufacturing (industrial paper packaging)	Industrial paper and packing manufacturing	2018 Brevard Rd.	7709456147	1984	1-story, flat-roofed, brick veneered factory	NC	5.2a
Henredon/Schoonbeck Furniture Warehouse	Furniture warehouse	2019 Brevard Rd.	0177704	1963	2-story, flat-roofed, brick veneered warehouse, with narrow vertical windows	C	5.2b
Thomasville Fiber Company	Furniture fabric manufacturing	2020 Brevard Rd.	0177692	1964	1-story, flat-roofed with parapet, brick veneered. Shed office on façade. Flat canopies over loading docks	C	5.2c

HISTORIC RESOURCES SURVEY FOR THE WIDENING OF SR 1595 (SURRETT DRIVE) FROM
I-85 TO SR 1961 (WEST MARKET CENTER ROAD) IN HIGH POINT

Table 5.1. Inventory List for Brevard Road Industrial Area

Historical Name	Historical Use	Address	PIN	Circa Date	Description	Status	Image
Thomasville-Dexel Fiber (furniture fabric)	Furniture fabric manufacturing	2021 Brevard Rd.	7709542744	1965	Modernist brick factory with façade office.	C	5.3a, 5.3b, 5.3c
Thomasville-Dexel Warehouse	Furniture warehouse	420 Fraley Rd.	0177696	1979	Flat-roofed warehouse sided with concrete panels	NC	5.4a 5.4b
Gross Veneer	Veneer Manufacturing	2040 Brevard Rd.	7709446348	1964	Gabled factory/warehouse with brick Modernist façade office	C	5.4c, 5.5a
Snyder Paper Corp. (industrial packing)	Industrial paper packaging manufacturing	2100 Brevard Rd	7709432904	1959	L-shaped, flat-roofed brick factory with Modernist façade office	C	5.5b, 5.5c
Minnesota Mining and Manufacturing Co. (3M)	Adhesives manufacturing and supply	2401 Brevard Rd	7709437878	1960	Modernist flat-roofed brick veneered factory with façade office/showroom	C	5.6a, 5.6b, 5.6c
Snyder Paper Corp Warehouse	Warehouse (paper and packing)	2130 Brevard Rd	7709431456	1961	1-story, flat-roofed, L-shaped brick veneered warehouse	C	5.7a
Thomasville-Dexel Warehouse	Furniture warehouse	2136 Brevard Rd	7709431007	1961	1-story, flat-roofed, brown brick veneered warehouse	C	5.7b
Valspar	Paint and coatings manufacturing	2137 Brevard Rd.	7709438422	1994	Flat-roofed brick Industrial building	NC	5.7c
Grand Rapids Varnish Corp.	Varnish manufacturing	2147 Brevard Rd.	7709438002	1960	1 and 2-story International style factory	C	5.8a, 5.8b
TransCarolina Corp.	Unknown	2149 Brevard Rd.	7709427683	1963	Double-height brick veneer warehouse with flat-roofed Modernist façade Office	C	5.8c
Jiffy Manufacturing (paper bags)	Paper bag manufacturing	2150 Brevard Rd.	7709420496	1961	2-story flat-roofed International-style factory	C	5.9a, 5.9b, 5.9c

5.2 INTEGRITY

Properties can be eligible for the NRHP if they “possess integrity of location, design, setting, materials, workmanship, feeling, and association.” This area was developed by local businessman Edward Drake, Jr., with construction taking place between 1959 and 1965. The Brevard Road Industrial Area retains essential features of its location and setting: the proximity to major north-south and east-west thoroughfares, generous parking, and large landscaped lots. Each contributing

Figure 5.1. Recommended NRHP Boundary for Brevard Road Industrial Area Showing Street Addresses



Source: Bing Hybrid Maps (2010)

Figure 5.2. Images of Brevard Road Industrial Area



- a. 2018 Brevard Road
- b. 2019 Brevard Road
- c. 2020 Brevard Road

Figure 5.3. Images of Brevard Road Industrial Area



- a. 2021 Brevard Road
- b. 2021 Brevard Road
- c. 2021 Brevard Road

Figure 5.4. Images of Brevard Road Industrial Area



- a. 420 Fraley Road
- b. 420 Fraley Road
- c. 2040 Brevard Road

Figure 5.5. Images of Brevard Road Industrial Area



- a. 2040 Brevard Road
- b. 2100 Brevard Road
- c. 2100 Brevard Road

Figure 5.6. Images of Brevard Road Industrial Area



- a. 2401 Brevard Road
- b. 2401 Brevard Road
- c. 2401 Brevard Road

Figure 5.7. Images of Brevard Road Industrial Area



- a. 2130 Brevard Road
- b. 2136 Brevard Road
- c. 2137 Brevard Road

Figure 5.8. Images of Brevard Road Industrial Area



- a. 2147 Brevard Road
- b. 2147 Brevard Road
- c. 2149 Brevard Road

Figure 5.9. Images of Brevard Road Industrial Area



- a. 2150 Brevard Road
- b. 2150 Brevard Road
- c. 2150 Brevard Road

factory retains aspects of its multi-functional design and the Modernist architectural aesthetic, as applied to industrial buildings. Original building materials, such as steel frame, brick veneered walls, and expanses of glass, are prevalent. Workmanship is expressed in the large-scale construction techniques as well as small, unique details, such as stylized signage and the tile-and-stucco and window bays of the Snyder Paper Corporation. All of these features contribute to the district's industrial feeling. Industry has been the engine of High Point's development since the late 1900s and this district is strongly associated with the mid-twentieth century continuation of that historical arc.

5.3 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 history at the local, state, or national level. The Brevard Road Industrial Area is significant within the context of High Point's community development and industry-based economy. The area is linked with High Point's manufacturing economy, and it illustrates how this economy continued to mature in a particular time period, 1959-1965, while manufacturing was still strong and before its decline in the 1980s. The area also illustrates the impact that land use zoning had on industrial development in High Point after 1950. Research for this project was not definitive, but strongly suggests that the Brevard Road Industrial Area was among High Point's first planned industrial parks. The industrial park concept, a collection of allied industries in a specially zoned and landscaped area, differed from earlier industrial building clusters, which were often mixed with other uses and tended to evolve organically. The Brevard Road Industrial Area embodies the beginning of this particular trend in High Point's physical development. Therefore, the Brevard Road Industrial Area is recommended eligible 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. Edward Drake, Jr. developed the Brevard Road Industrial Area, but Drake was not recognized as historically significant within community, state, or national historic contexts. *Therefore, Brevard Road Industrial Area is recommended not eligible 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, or, in the case of groups or resources, if they represent a significant and distinguishable entity whose components may lack individual distinction. The Brevard Road Industrial Area possesses a significant concentration of intact Modernist industrial buildings erected between 1959 and 1965. Together, these historically and functionally related buildings convey a strong visual sense of the historic environment from the period of significance, 1959-1965. The component

buildings are largely intact and reflect the trend of multi-functional industrial structures using the Modernist vocabulary of flat-roofs, horizontal massing, brick walls with expanses of glazing, and stylized signage incorporated into the building or site. While there are other examples of the Modernist style in High Point, many have civic or commercial functions. Individual Modernist industrial buildings exist, such as the Plymouth Hosiery Mills, but the Brevard Road Industrial Area possesses a large and intact concentration of these buildings, and is significant for their number, type and style. *Therefore, the Brevard Road Industrial Area is recommended eligible for the NRHP under Criterion C.* Properties within the Brevard Road Industrial Area may be individually eligible for the NRHP under Criterion C, but they were not separately evaluated for this project.

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

5.4 RECOMMENDED DISTRICT BOUNDARY

The recommended district boundary includes approximately 110 acres containing the legal parcels on the east and west sides of Brevard Road as shown in Figure 5.1. These parcels were those sold by Edward Drake, Jr. for the construction of manufacturing plants in the 1950s and 1960s.

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