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## North Carolina Department of Cultural Resources

James B. Hunt Jr., Governor  
Betty Ray McCain, Secretary

Division of Archives and History  
Jeffrey J. Crow, Director

December 4, 1998

Nicholas L. Graf  
Division Administrator  
Federal Highway Administration  
Department of Transportation  
310 New Bern Avenue  
Raleigh, N.C. 27601-1442

Re: Bridge #381 on SR 2200 over Southern Railway,  
Salisbury, Rowan County, B-3236, Federal Aid  
Project BRSTP-2200(1), State Project  
8.2633401, ER 99-7743

Dear Mr. Graf:

Thank you for your letter of November 9, 1998, transmitting the historic structures survey report by Ed Davis and Carrie Albee of the North Carolina Department of Transportation (NCDOT) concerning the above project.

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

Bridge #381. This bridge is eligible under Criterion A due to its association with significant commercial development and expansion in Salisbury and contributes to the adjacent National Register-listed Salisbury Railroad Corridor Historic District. The proposed boundaries are not appropriate unless the bridge is to be considered individually eligible. The boundaries of the historic district should be expanded as shown on the attached map to include the bridge.

*DOE  
boundary  
expansion*

Please note that the eligibility requirements listed on page 14 of the report were specifically developed for metal truss bridges, and cannot be uniformly applied to other types of bridges. As noted on several earlier occasions, we look forward to working with the Federal Highway Administration and NCDOT to develop a system for evaluating concrete bridges.

The report meets our office's guidelines and those of the Secretary of the Interior.

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.



Nicholas L. Graf  
December 4, 1998, Page 2

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,



*for* David Brook  
Deputy State Historic Preservation Officer

DB:slw

Enclosure

cc: W. D. Gilmore  
B. Church  
Salisbury Historic Preservation Commission

bc: File  
Brown/Bevin  
County  
RF



## North Carolina Department of Cultural Resources

James B. Hunt Jr., Governor  
Betty Ray McCain, Secretary

Division of Archives and History  
Jeffrey J. Crow, Director

April 30, 1997

Nicholas L. Graf  
Division Administrator  
Federal Highway Administration  
Department of Transportation  
310 New Bern Avenue  
Raleigh, N.C. 27601-1442

Re: Bridge 381 on SR 2200 (East Innis Street) over  
Southern Railroad, Salisbury, Rowan County, B-  
3236, State Project 8.2633401, ER 97-9044

Dear Mr. Graf:

On April 28, 1997, Debbie Bevin of our staff met with North Carolina Department of Transportation (NCDOT) staff for a meeting of the minds concerning the above project. We reported our available information on historic architectural and archaeological surveys and resources along with our recommendations. NCDOT provided project area photographs and aerial photographs at the meeting.

Based upon our review of the photographs and the information discussed at the meeting, we offer our preliminary comments regarding this project.

In terms of historic architectural resources, the following properties are listed in the National Register of Historic Places and are located within the project area:

Bernhardt House (RW 628), 305 East Innis Street

Brooklyn-South Square Historic District (RW 212)

Salisbury Historic District (RW 52)

Salisbury Railroad Corridor Historic District (RW 596)

In addition, Bridge 381 and several commercial buildings north of the bridge are over fifty years old. We recommend that an architectural historian with NCDOT evaluate the bridge and commercial buildings for National Register eligibility and report the findings to us.

There are no known archaeological sites within the proposed project area. Based on our present knowledge of the area, it is unlikely that any archaeological resources which may be eligible for inclusion in the National Register of Historic Places will be affected by the project construction. We, therefore, recommend that no archaeological investigation be conducted in connection with this project.

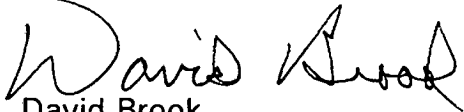


Having provided this information, we look forward to receipt of either a Categorical Exclusion or Environmental Assessment which indicates how NCDOT addressed our comments.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 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, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

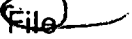
Sincerely,



David Brook  
Deputy State Historic Preservation Officer

DB:slw

cc: H. F. Vick  
B. Church  
T. Padgett  
Salisbury Historic Preservation Commission

bc:   
Brown/Bevin  
Claggett/Hall  
County  
RF

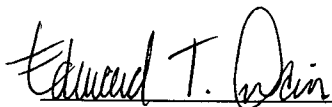
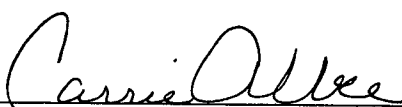
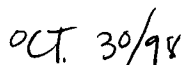
# HISTORIC ARCHITECTURAL RESOURCES REPORT


Replacement of Bridge No. 381 located on SR 2200  
Salisbury, Rowan County

**TIP No. B-3236**  
**State Project No. 8.2633401**  
**Federal Aid Project No. FAGM 207(6)**

North Carolina Department of Transportation  
Report Prepared by Edward T. Davis  
Carrie Elizabeth Albee

October, 1998

    
\_\_\_\_\_  
Principal Investigators Date  
North Carolina Department of Transportation

  
\_\_\_\_\_  
Supervisor, Architecture Section Date  
North Carolina Department of Transportation

## PROJECT DESCRIPTION

The North Carolina Department of Transportation (NCDOT) proposes to replace Bridge No. 381 on SR 2200 (East Innis Street) over the Southern Railroad tracks in the City of Salisbury, Rowan County, with a new structure on the existing site. The new structure will be constructed in two phases, utilizing one half of the existing four lane bridge while the new bridge is being assembled. Traffic will then revert to the new structure, while the second half of the bridge is built. Bridge No. 381 is a type 302. A type 302 bridge is a steel stringer/multibeam bridge. It was constructed in 1947. The bridge has a sufficiency rating of 18.5.

The area of potential effect (APE) for historic architectural resources was delineated by a NCDOT staff architectural historian and reviewed in the field. The APE boundary is shown on the attached map.

## PURPOSE OF SURVEY AND REPORT

NCDOT conducted the survey and prepared this report in order to identify historic architectural resources located within the APE as part of the environmental studies performed by NCDOT. This report is prepared as a technical appendix and as part of the documentation of compliance with the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA) of 1966, as amended. Section 106 of the NHPA requires that if a federally funded, licensed, or permitted project has an effect on a property listed in or eligible for the National Register of Historic Places, the Advisory Council on Historic Preservation be given an opportunity to comment. This report is on file at NCDOT and available for review by the public.

## METHODOLOGY

NCDOT conducted the survey and prepared this report in accordance with the provisions of FHWA Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents); the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 FR 44716); 36 CFR Part 800; 36 CFR Part 60; and Survey Procedures and Report Guidelines for Historic Architectural Resources by NCDOT. This survey and report meet the guidelines of NCDOT and the National Park Service.

The April 30, 1997 correspondence from Mr. David Brook, Deputy State Historic Preservation Officer, to Mr. Nicholas L. Graf, Division Administrator of the Federal Highway Administration requests that "NCDOT evaluate the bridge and commercial buildings for National Register eligibility and report the findings to us." After several site visits, discussions with the planners for the city of Salisbury, representatives of Historic

Salisbury Foundation, and the project engineer, NCDOT has determined that the commercial buildings referenced by the SHPO in their memo of April 30, 1997, located north of the bridge lie outside the APE. These buildings have previously been determined to be non-contributing buildings to either the Salisbury Historic District (NR 1975), the West Square Local Historic District (1975, expansion 1990) or the Salisbury Railroad Corridor Historic District (NR 1987) and are, therefore, not evaluated herein.

The survey methodology consisted of two field surveys and background research on the project area. Two NCDOT staff architectural historians conducted field surveys in June and July, 1998, by car and on foot. Background research was conducted at the Rowan Public Library, the North Carolina State Library, the Planning Department for the City of Salisbury, the Historic Salisbury Foundation and the North Carolina Collection at Wilson Library at the University of North Carolina at Chapel Hill.

## SUMMARY FINDINGS OF THE SURVEY

The project is situated on East Innis Street in the City of Salisbury and spans the Southern Railroad. The bridge serves as a physical division between random commercial development which has occurred along Innis Street from Interstate 85 and downtown Salisbury. In the previously cited April 30, 1997 correspondence, the SHPO listed the Bernhardt House (RW 628), the Brooklyn-South Square Historic District (RWW 212), the Salisbury Historic District (RW 52) and the Salisbury Railroad Corridor Historic District (RW 596) as being located in the project area. As may be seen on the attached map, only the Salisbury Railroad Corridor Historic District and the Bernhardt House lie within the APE.

### *Properties Listed on the National Register or North Carolina State Study List:*

The Bernhardt House (NR)

The Salisbury Railroad Corridor Historic District (NR)

See Appendix for National Register Nominations for this house and this district.

### *Structures Evaluated and Considered Eligible for the National Register:*

Bridge # 381

### *Properties Evaluated and Considered Not Eligible for the National Register:*

None



## INNES STREET BRIDGE CONTEXTUAL DESCRIPTION

### Town Layout

Located near the crossroads of two important 17th century trading paths,<sup>1</sup> the town of Salisbury was formally established on February 11, 1755 as the county seat of the newly created Rowan County. Rowan County had been formed only two years earlier in 1753, carved out of what was then Anson County and essentially covering the entire western half of the 1744 Granville Proprietary.<sup>2</sup> The enormous size and scope of this new county, despite the relatively sparse European settlement at the time, immediately placed its new court town, Salisbury, in a central role in the development of the western regions of the colony.

Its convenient location on the "Great Philadelphia Wagon Road," the primary western transportation route through the colonies, resulted in the influx of mostly German and Scotch-Irish settlers from Pennsylvania, New Jersey, Maryland, and Delaware to Rowan and Salisbury, as

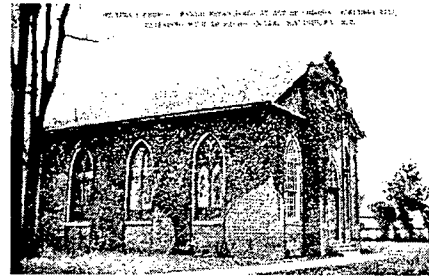


Fig. 1 – St. Luke's Episcopal Church, Built in 1827

well as a considerable number of Welsh, English, and Huguenots.<sup>3</sup> Consequently, the first churches to be established in Salisbury were Episcopal, Presbyterian, and Lutheran in denomination. These denominations have maintained their prominence in Salisbury for 243 years, a fact reaffirmed by such significant monuments as St. Luke's Church of 1827 (fig. 1), located directly behind the County Courthouse on Council Street, St. John's Lutheran Church of 1925 on Innes Street (fig. 2), and the adjacent First Presbyterian Church, built in the 1970s.



Fig. 2 – St. John's Lutheran Church, Built in 1927

<sup>1</sup> One of these trading paths, referred to simply as "Trading Path," ran south from Fort Henry, Virginia (now Petersburg) through "Trading Ford" on the Yadkin River in North Carolina, and on into South Carolina and Georgia. The other trading path ran southeast out of Pennsylvania through Virginia's Shenendoah Valley and on into North Carolina where it linked up with the above mentioned trading path at "Trading Ford." It should be noted that the town of Salisbury was incorporated following the decision to locate the Rowan County Courthouse on that site, and there can be no doubt that its proximity to "Trading Ford," a longtime center of activity in sparsely populated Western North Carolina, was a major consideration in this decision. See James S. Brawley's *Rowan County: A Brief History* (Raleigh, NC: North Carolina Division of Archives and History, 1974) 2.

<sup>2</sup> The boundaries of Rowan County as established in 1753 encompassed essentially all of northwestern North Carolina. The northern boundary was that which is now the state line between North Carolina and Virginia. The eastern boundary was that which is today the easternmost edge of Rockingham, Guilford, and Randolph Counties. The southern boundary is today visible as the southernmost edge of Randolph, Davidson, Rowan, and Iredell Counties, extended west an indeterminate length to include all European settlements in North Carolina north of this boundary line. Salisbury, then, was in the southeastern, most populated region of the county as established. Rowan County was not reduced to its present size until 1836, so, as Brawley points out, it remained North Carolina's largest county in both population and area for decades. See Brawley, 5.

<sup>3</sup> The Granville Proprietary was opened to settlement as early as 1745 when a land grant office was established. Brawley writes that by 1751 settlers in Rowan County were concentrated in three major locations within the region between the Yadkin and Catawba Rivers: "the Bryan settlement at Shallow Ford on the Yadkin River, the Irish settlement near present day China Grove, and the Davidson settlement at Center Church near present-day Mooresville." See Brawley, 3-4. These ethnic origins can be detected in the early and prominent family names in Salisbury, including Klutz and Braun (German), Craige and McCay (Scottish), Kennon (Irish), and Rutherford (Welsh).

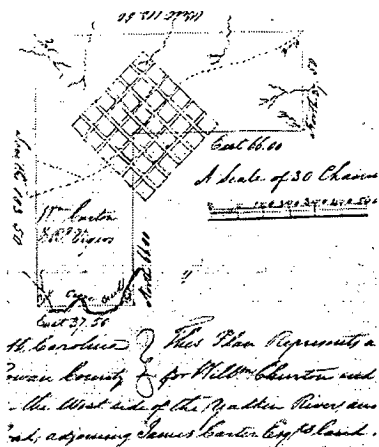


Fig. 3 – Early Plat of Salisbury, c1755

To establish the Township of Salisbury, the Rowan County Court of Pleas obtained a 635 acre land grant from Granville's agents and set about the task of laying out the new town. The selected parcel was situated on a knoll above Crane Creek (now Town Creek), with an existing road running southwest to the Irish settlement of China Grove and northeast to Trading Ford traversing the site (fig. 3). The 635 acres were divided into an orderly grid pattern, six lots by six lots, with Trading Ford Road, which was to become Corbin Street (now Main Street), bisecting the grid into two equal longitudinal sections. The axis running perpendicular to Corbin Street was named Innes Street, supposedly after James Innes, a land agent for Lord Granville.<sup>4</sup> Innes Street would eventually extend southeast to Albemarle, and northwest to Statesville, thereby placing Salisbury at the crossroads of two modern transportation routes. At the crossing of these two major thoroughfares

through Salisbury was a small public square (figs. 4).<sup>5</sup> For several centuries thereafter, commercial development was primarily concentrated along the Corbin Street axis with residential growth focusing on Innes Street (fig. 5). This pattern persisted up until the third quarter of the twentieth century when commercial expansion along Innes Street, a major connector between Interstate 85, constructed in the 1960s, and Statesville, began to overtake the grand old homes that had once dominated Innes Street on both sides of the Square. The Bernhardt House, located on the east side of the Innes Street Bridge, is one of the few remnants of what was once a tree-lined upper and middle class neighborhood along East Innes Street (fig. 6).

### Salisbury's Early Development

In 1755, Governor Dobbs described the newly formed Salisbury Township as being a small settlement of just "7 or 8 log Houses."<sup>6</sup> By 1762,



Fig. 4 – Town Square, Looking North on Main Street, c1890

<sup>4</sup> "Harsh and Hurried Innes Wasn't Always Like That," *Salisbury Sunday Post*, 25 June 1967.

<sup>5</sup> Throughout the eighteenth and most of the nineteenth centuries, the public square remained simply an open space used for public gatherings at the intersection of Main and Innes Streets in the heart of the active business district. In 1888, an elaborate Victorian cast-iron fountain, surrounded by various plantings and an octagonal cast-iron fence was placed in the center of the public square (figs. 4). The fountain was relocated further down Main Street to the Chestnut Hill community in 1905 to make way for the new street car line designed to carry passengers out into the suburban neighborhoods that sprung up between Salisbury and Spencer in the early twentieth century. At some point between then and the present day, the original 1888 fountain was destroyed or lost, although there is some dispute among locals about the exact fate of the fountain. Some of the confusion stems from an exact reproduction of the 1888 fountain which can now be found in the newly created park adjacent to Milburn's 1906 Union Depot Building. This reproduction was apparently cast from the original mold which had remarkably been retained by the Alabama foundry that produced the 1888 fountain for the city of Salisbury, leading many to believe that it is, in fact, the same fountain which is pictured in photographs of the public square beginning in the late nineteenth century. Records from the City of Salisbury as well as from the Department of Transportation, however, will no doubt clear up any confusion as to the origins of the Depot Street fountain.

<sup>6</sup> "Governor Arthur Dobbs to the Board of Trade, New Bern, August 24, 1755," William L. Saunders ed., *The Colonial Records of North Carolina*, vol. V (Raleigh, NC: State of North Carolina, 1886-1890) 355.

however, Salisbury had grown significantly to a town of at least 35 primarily commercial structures including various houses, offices, inns, and shops.<sup>7</sup> Indeed, during the next century Salisbury would benefit much from its role as a borough town and judicial center of western North Carolina, and such a role ensured from the beginning that the town would be governed by commerce springing from healthy trade and an active legal profession. This trade oriented character is reflected in the above mentioned 1762 account which recorded a wide range of tradesmen practicing in Salisbury, including a candlemaker, a potter, three hatters, an Indian trader, a weaver, a tailor, a tanner, two merchants and a wagonmaker.<sup>8</sup> By the time of the Revolutionary War, Salisbury ranked as one of North Carolina's most important towns, along with Edenton, New Bern, Wilmington, Halifax, and Hillsborough. Although Salisbury saw little combat during the Revolutionary War apart from a brief visit from General Cornwallis in 1781, the town supplied a disproportionate number of soldiers to the cause, both enlisted men and officers such as Major William R. Davie, a prominent Salisbury attorney and active citizen who repelled Cornwallis' troops outside Charlotte in 1780, and who would be a strong supporter of North Carolina's adoption of the Federal Constitution following the war.

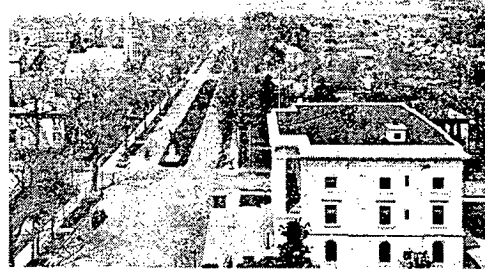


Fig. 5 - View of West Innes Street from the Grubbs Building, c1910

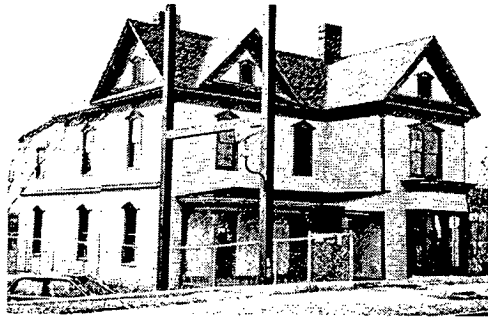


Fig. 6 - Bernhardt House on East Innes Street

First hand accounts of Salisbury in the period directly following the Revolutionary War indicate that although the economy was steady, ensured by the active trading roads, Salisbury's growth proceeded at a modest pace throughout the eighteenth century. A traveller to the town in 1782 remarked that Salisbury contained about "40 Houses, none of them in any way Elegant,"<sup>9</sup> while one English visitor wrote in 1786 that the town contained "fifty dwelling houses and a large stone prison."<sup>10</sup> These "dwelling houses" were described as being primarily of frame construction "much Weather Beaton," in contrast to the houses in the

county which were merely "log huts," considerably less sophisticated in appearance.<sup>11</sup> For comparison, the city of New Bern, North Carolina's Colonial capital, was described by a visitor

<sup>7</sup> Ibid.

<sup>8</sup> Robert Topkins, "Salisbury Historic District," National Register of Historic Places Inventory-Nomination Form, unpublished material (Raleigh, NC: Division of Archives and History, 1975) Item 8, Page 1.

<sup>9</sup> Quotation from the Enos Reeves Papers in Topkins, Item 8, p. 1. Original citation: Enos Reeves Papers, 1780-1781, "Journal in a Series of Letters to Several Friends Vallum the Eighth," (Durham, NC: Manuscript Department, Duke University Library).

<sup>10</sup> Brawley, 32. Although it is clear that Brawley has consulted a primary source in making this statement and others throughout his work, unfortunately he does not reveal the identity of these sources and therefore the intrigued scholar is left to guess at the origins of the many interesting quotes and facts found in Brawley's *Rowan County: A Brief History*.

<sup>11</sup> Ibid., 33-34.

from Philadelphia in 1787 as containing some "500 or 600 houses Houses which are built mostly of Wood."<sup>12</sup> Salisbury's importance in western North Carolina, however, is illustrated by George Washington's visit to raise support for the ratification of the Constitution in 1791, a point of great pride to the citizens of the town, despite the rather dubious impression Washington had of Salisbury, which he described in his diary as "but a small place altho' it is the County town."<sup>13</sup> Furthermore, Salisbury produced some of North Carolina's most well known and successful lawyers and statesmen of the eighteenth and early nineteenth century, including Waightstill Avery, Archibald Henderson, and Andrew Jackson.

In the decades preceding the coming of the railroad, Salisbury suffered from great economic and population depression. Beginning in the eighteen twenties, Rowan County saw a marked decrease in white population due to the unproductivity of the farming industry. A general depletion of the Rowan County soil stemming from decades of overuse combined with poor or altogether nonexistent transportation routes from farm to market resulted in plummeting crop prices, convincing town and county leaders that something must be done. By the 1840s and into the 1850s, substantial road improvements had restored Salisbury's prosperity, as affirmed by one visitor from Lincolnton in 1851 who remarked that "the streets were crowded with wagons from a distance, and strangers seemed arriving at all hours, and from all quarters."<sup>14</sup> Certainly the gold rush in Rowan County, beginning in 1843, contributed a great deal to this new economic boom and created a strong impetus for local leaders to push through long awaited transportation improvements, such as the plank road system of 1848. The most instrumental transportation development to come to Salisbury in the nineteenth century, however, was the railroad. The railroad, it was believed, would solve once and for all Salisbury's isolation problem by linking the western town with the commercial centers in North Carolina, Virginia, and South Carolina, creating a steady stream of commerce and trade through Salisbury and, as a result, consistent economic prosperity.

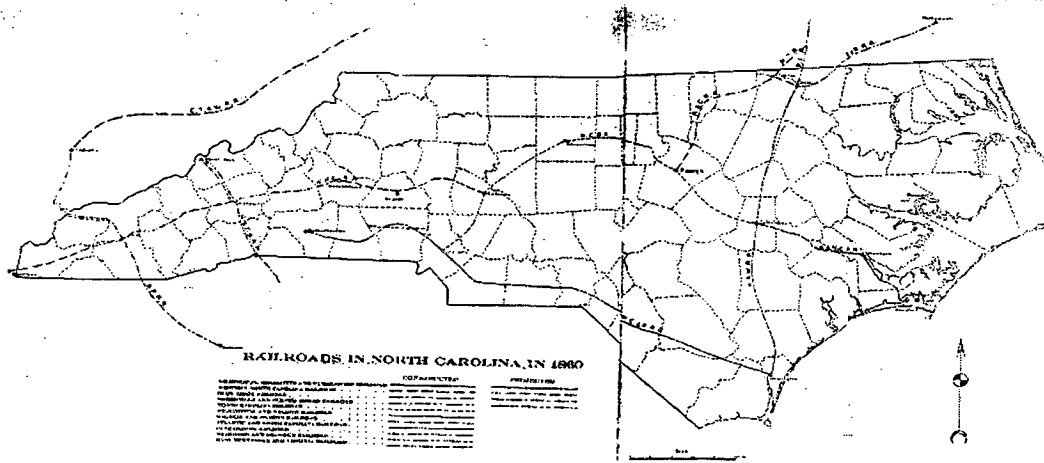


Fig. 7 – Railroad System in North Carolina in 1860

<sup>12</sup> Quotation from Philadelphia lawyer William Attmore's 1787 "Journal of a Tour to North Carolina," in Peter B. Sandbeck, *The Historic Architecture of New Bern and Craven County, North Carolina* (New Bern: The Tryon Palace Commission, 1988) 11. Original citation: Lida Tunstall Rodman (ed.), "Journal of a Tour of North Carolina by William Attmore, 1787," *The James Sprunt Historical Publications*, Volume 17, Number 2 (1922), p. 45.

<sup>13</sup> Archibald Henderson, *Washington's Southern Tour, 1791* (New York: Houghton Mifflin Company, 1923) 307.

<sup>14</sup> "Salisbury," *The Carolina Watchman*, 12 June 1851.

## The Arrival of the Railroad

As early as 1820, western North Carolinians recognized the potential benefits of a railroad line through Salisbury, as expressed by one author in the *Western Carolinian* in 1836 who stated that a railroad line running through the center of the state, connecting Salisbury with the Raleigh and Gaston Railroad "would not only greatly benefit...this city, but would open the most brilliant prospects to the public at large."<sup>15</sup> Interest in the railroad heightened in Salisbury with the materialization of the Richmond to Danville line to the north, and the Charlotte to Columbia line to the south in the early 1850s. The citizens of Salisbury pushed for a north-south railroad line to link Danville with Charlotte through Salisbury, but the North Carolina legislature instead passed the North Carolina Railroad Bill which authorized the construction of a central line through the state from Goldsboro to Charlotte through Raleigh, Greensboro, and Salisbury (fig. 7). In January of 1855 the first trains came through Salisbury from Charlotte and Concord, an occasion which prompted much celebration in Salisbury, and a year later in 1856, the entire 223 miles of the Central Railroad were completed. The result was a tremendous economic boom in Salisbury, and a population increase of 123% between the years of 1850 and 1860, from 1,086 to 2,420, making Salisbury the fifth largest city in North Carolina.<sup>16</sup>

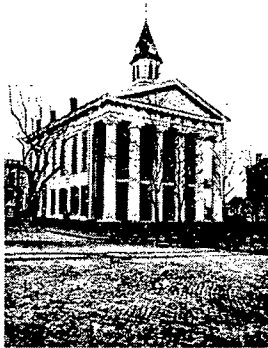


Fig. 8 – Rowan County Courthouse, Built in 1857

Perhaps the most outward manifestation of this economic boom in Salisbury was the explosion of new buildings, both commercial and residential, during the years before the Civil War. One visitor to Salisbury in 1857 remarked that he was "surprised to find...so many factories in this ancient town of Salisbury," while still another marvelled at the rise in real estate prices as "the results of the construction of the N.C. rail road."<sup>17</sup> In the public realm, construction on the Rowan County Courthouse, Raleigh firm Conrad and Williams' Greek Revival masterpiece, began in 1855 and continued through 1857, providing the citizens of Salisbury with a powerful assertion of their important judicial role within the state (fig. 8). In the commercial realm, the Dr. C. A. Henderson Drug Store was built in 1858 on the corner of Main and Innes Streets, and when completed was the tallest building in Salisbury at an extended three and a half stories of load-bearing brick masonry (fig. 9).<sup>18</sup> In 1859, Salisbury installed gas lighting making it one of the



Fig. 9 – Dr. C. A. Henderson Drug Store, Built 1858

<sup>15</sup> "Raleigh and Gaston Railroad," *Western Carolinian*, 30 July 1836.

<sup>16</sup> Topkins, Item 8, p. 4. Although Topkins does not footnote these statistics, one may assume that the figures are derived from the United States Census Report for the years 1850 and 1860.

<sup>17</sup> *Ibid.*, Item 8, p. 5. Unfortunately, Topkins does not footnote the former quotation. He does, however, attribute the latter quotation to E. J. Hale, editor of the *Fayetteville Observer* in 1857. Original citation: "Letter from the Senior Editor. Salisbury, August 11, 1857," *Fayetteville Observer*, 17 August 1857.

few cities in North Carolina with this amenity, along with Raleigh, Charlotte, Wilmington, and Fayetteville.<sup>19</sup> In the late fifties, as well, the premier residential location shifted from the south and east quadrants of the town to the west and north quadrants, supposedly to avoid the soot and commotion of the new rail road line, which ran parallel to Main Street, two blocks east,<sup>20</sup> but perhaps also due to the lower density of existing structures in the traditionally more spacious “retired” area west of Main Street (fig. 10). One such structure was the Greek Revival Quinn House, built in 1857 by William Tiddy for use by the Salisbury Presbyterian Church (fig. 11).<sup>21</sup>

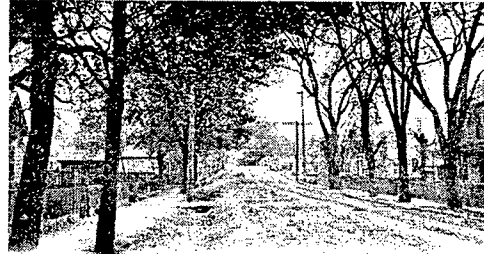


Fig. 10 – 300 East Bank Street, Looking West, c1890

When the Civil War broke out, construction on the Western North Carolina Railroad from Salisbury to Morganton was nearing completion, making the town of Salisbury a key staging ground for Confederate troops. Apart from the loathsome presence of the Confederate Prison in an unused cotton mill, however, Salisbury was spared from first hand confrontation for most of the war, until Stoneman’s Raid of 1865. Perhaps as retribution for the presence of the infamous prison, the “extensive depots, sheds and car shops, of the Central and Western roads,” were burned to the ground during Union General George H. Stoneman’s occupation of Salisbury in April of 1865.<sup>22</sup> But already by that summer, Salisbury was in the process of repairing its mangled railroad lines and crippled commercial district, so much so that by September one citizen was able to claim that the town had “nearly thrown off all appearances of the wear and tear of war. The stores are filled with all kinds of goods and every day the Express and the Rail Road bring new lots of goods to our merchants.”<sup>23</sup> To this optimistic citizen, such things were surely “evidence of a rapidly returning prosperity.”<sup>24</sup>



Fig. 11 – Quinn House, Built in 1857

### Development of the Railroad Corridor

Prosperity, however, eluded the town during the Reconstruction, and did not return until the mid-eighteen seventies, when the tobacco and rail industries began to pull Salisbury out of

<sup>18</sup> Brawley, 86. Also known as “Kluttz’s Drugstore,” the Dr. C. A. Henderson Drug Store is one of the few remaining pre-Civil War commercial structures in Salisbury. Note the bold medieval-inspired forms, such as the castellated cornice, string courses, and polygonal pilasters, used in the articulation of this building.

<sup>19</sup> Ibid., 86-87.

<sup>20</sup> Ibid., 64-65.

<sup>21</sup> Ibid., 66.

<sup>22</sup> Topkins, Item 8, p. 6.

<sup>23</sup> Ibid., Item 8, p. 7.

<sup>24</sup> Ibid., Item 8, p. 7.



Fig. 12 – Murdoch-Wiley House, Built in 1868

post-war depression. It was during this period that the Salisbury Railroad Corridor began to take shape, originating in the area around Council Street, south of the railroad tracks, the location of the antebellum train depot. Beginning with the establishment of the Western Railroad Headquarters in Salisbury in 1870, commercial structures of various functions began springing up in the area east of Innes Street surrounding the rail road tracks. In the 1880s several tobacco factories and tobacco warehouses were erected in this industrial area, including Klutz's Tobacco Warehouse on Kerr Street, and the Merony Brothers Agricultural Works complex on Council Street. The whiskey distillery and warehouse, as well, became a common element in the industrial precinct during the last decades of the nineteenth century. Towards the end of the century, cotton replaced tobacco as the county's primary cash crop, and several

cotton warehouses and textile mills were constructed to accomodate the increased production, one of which, the Boyden and Overman Warehouse, was said to be the largest warehouse in Salisbury when built in 1895.<sup>25</sup> Furthermore, by the mid-1880s Salisbury's industrial district could boast four machine shops, two foundries, and a locomotive shop,<sup>26</sup> and by the turn of the century seventeen manufacturing firms, including cotton and knitting mills and various factories.<sup>27</sup>

In town, the rapid construction taking place in the Railroad Corridor was matched in both the commercial and residential areas. From the period immediately following the Civil War and on into the 1880s, the prevailing architectural style for the homes of the Salisbury elite was Italianate, as seen in William Murdoch's 1868 Murdoch-Wiley House (fig. 12), and the 1872 John Knox House. It was, no doubt, these new Italianate houses which so impressed one Raleigh visitor

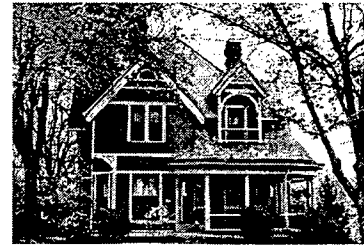


Fig. 13 – Gaskill-Pierce House, Built in 1898

in 1874 who remarked of Salisbury that "Taste and elegance are displayed in recent buildings."<sup>28</sup> Towards the end of the century, Queen Anne began to dominate, as evident in such prominent residences as the flamboyant 1898 Gaskill-Pierce House (fig. 13), a particularly fine display of detailed Victorian millwork, and the more muted Louis H. Clement House of 1899. In downtown Salisbury the commercial district was livened with the construction of the Bell Block, built by David L. Gaskill in 1898, and the somewhat more dynamic Washington Building of a few years later, built in the bold, austere Richardsonian Romanesque style prevalent in turn of the century commercial structures with a suggestion of the Spanish Mission in its stylized false gable (fig. 14). In the midst of such commercial

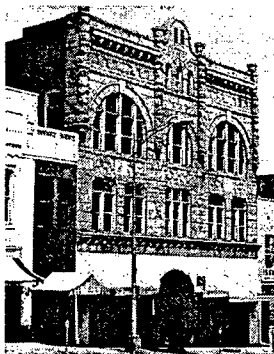


Fig. 14 – Washington Building, Built in 1898

<sup>25</sup> Patricia S. Dinkinson, "Salisbury Railroad Corridor Historic District," National Register of Historic Places Inventory-Nomination Form, unpublished material (Raleigh, NC: Division of Archives and History, 1986) Item 8, p. 2.

<sup>26</sup> Topkins, Item 8, p. 8.

<sup>27</sup> Ibid., Item 8, p. 9.

<sup>28</sup> Ibid., Item 8, p. 7.

success, the citizens of Salisbury remained acutely aware that "Railroads were the introduction to, the instrument of, all this comfort and prosperity."<sup>29</sup>

With Salisbury's economic security ensured by an active railroad depot tied to Virginia through Greensboro, South Carolina through Charlotte, and Tennessee through Asheville, Salisbury enjoyed a comfortable existence during the first few decades of the twentieth century, paralleling the success of the railroad industry in general. Between 1900 and 1910 Salisbury's population jumped from 6,277 to 7,153, and following an annexation in 1915 the population according to the 1920 census had reached 13,844, making it the ninth largest city in North Carolina.<sup>30</sup> In light of the proliferation of rail travel and rapid population growth, Salisbury installed street car rails in 1905 to carry citizens out to suburban neighborhoods, a service to citizens of

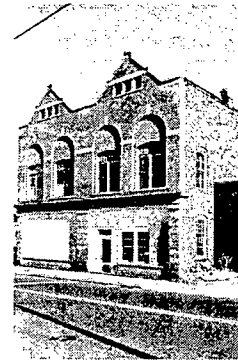


Fig. 15 – Mint-Cola Building, Built in 1913

Salisbury for over thirty years until the discontinuance of the street cars in 1938. Furthermore, the Railroad Corridor experienced tremendous growth throughout the first two decades of the twentieth century. The Cheerwine Bottling Company Building, originally the Mint-Cola Company, built in 1913 and located on Council Street, has been described by one architectural historian as "One of the most architecturally distinguished," of the surviving twentieth century structures in the area due to its unique façade (fig. 15).<sup>31</sup> Constructed that same year and designed by Charlotte architectural firm Wheeler and Sterne, the five story Yadkin Hotel, located on the northwest side of the railroad tracks, served to house travelers to Salisbury arriving on the incoming trains (fig. 16).

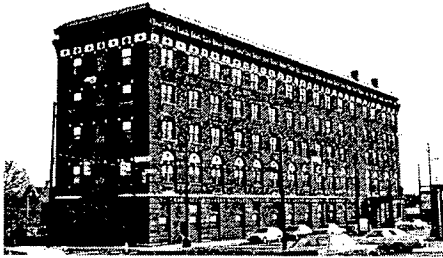


Fig. 16 – Yadkin Hotel, Built in 1913

But the most significant structure within the Corridor is the Southern Railroad Company Depot, constructed in 1907 to handle the high volumes of traffic that had long since rendered the old antebellum depot useless (fig. 17). For the citizens of Salisbury, urban identity had been inextricably linked to the strength and success of the railroad since 1855. Therefore, when selecting an architect to design the new train depot, the town quite naturally demanded a design which would reflect the dignity, wealth, and ambition of the city. The result was Frank Pierce Milburn's 1907 Southern Passenger Depot and Express Office executed in the Spanish Mission style, and located across the railroad tracks from the old depot, within the Railroad Corridor. Even Salisbury's rival town of Charlotte to the south had to acknowledge that Milburn's building was "the handsomest main line



Fig. 17 – Southern Railroad Company Depot, Built in 1907

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<sup>29</sup> Ibid., Item 8, p. 8.

<sup>30</sup> Dickinson, Item 8, p. 3.

<sup>31</sup> Dickinson, Item 7, p. 7.



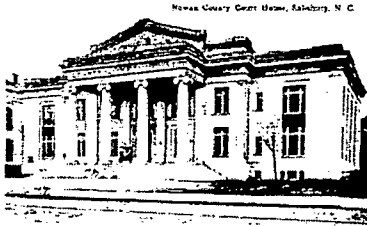


Fig. 18 – Rowan County Courthouse, Built in 1914

structure between Washington and Atlanta.<sup>32</sup> Milburn was also the architect of several other important structures in Salisbury including the turn of the century Grubb-Wallace Building, the Empire Hotel, and the new Rowan County Courthouse of 1914 (fig. 18), all erected in academic Beaux Arts neo-classical design. These four buildings present an impressive architectural display of early twentieth century Salisbury. With the coming of the First World War, however, new construction and transportation planning in Salisbury came to a temporary halt, as citizens focused all of their

energy on supporting the American troops abroad through the purchase of Liberty Bonds and the conservation and preparation of needed resources.

### The Automobile Comes to Salisbury

The early twentieth century brought the railroad industry and the town of Salisbury great economic gains, and Milburn's Depot was intended to represent and reaffirm this fact. But during the period following the First World War, just as the railroads seemed to be at their strongest, a new mode of transportation was gaining in popularity that would make the train obsolete: the automobile. The

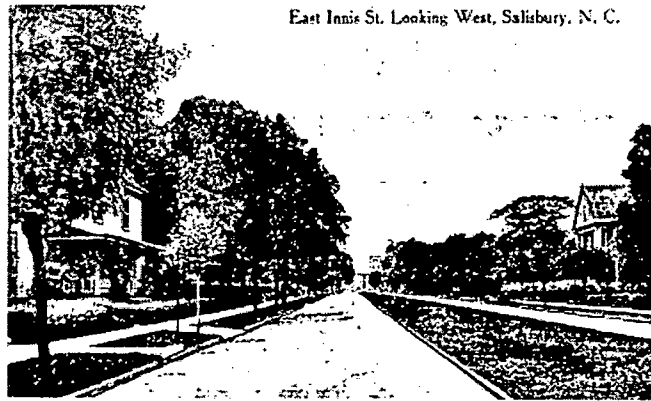


Fig. 19 – East Innes Street Looking West at Original Steel Truss Bridge in the Distance, C1920

North Carolina State Highway Commission was created in 1915 for the purpose of improving roadways between the counties in North Carolina. This organization was greatly strengthened in 1916 when the federal government appropriated significant monies for the improvement of the interstate roadway system in response to the demands of growing numbers of automobile owners. Throughout the 1920s, 30s, and 40s the state government gave millions of dollars towards this goal and many improvements were made in Salisbury and Rowan County. In the 1950s when Congress authorized the interstate highway system, Salisbury, the town which had once abandoned roadway projects in favor of the railroad, campaigned for Interstate 85, a decision which would ultimately result in the commercialization of once residential Innes Street.

The growing supremacy of the automobile throughout the second quarter of the twentieth century is illustrated in Salisbury's decision in the 1920s to divert the railroad tracks running west from the depot underneath Innes Street as opposed to across it, an arrangement which eliminated the lengthy delays experienced by increasing numbers of motorists on Innes Street as they waited for passing trains. The first Innes Street Bridge to pass overhead of the railroad tracks was a steel truss

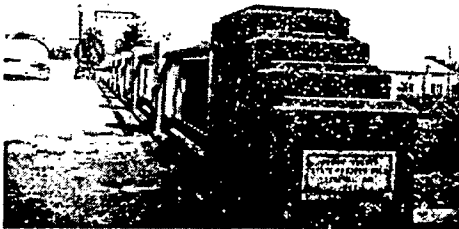


Fig. 20 – Innes Street Bridge, Built in 1947

<sup>32</sup> Davyd Foard Hood, *The Architecture of Rowan County* (Raleigh: Glover Printing, Inc., 1983) 304.

bridge (fig. 19), later replaced in 1947 with a reinforced concrete structure (fig. 20). Although not intentional at the time, this bridge, poised as it was between the residential and commercial sections of Innes Street, took on special significance by serving as a symbolic threshold into the heart of the commercial city. The Innes Street Bridge has since taken on additional meaning by serving as a sharp demarkation between the protected Historic Downtown and the rambling roadside sprawl of East Innes Street, no longer residential in character. The bridge now serves as a sentinel, protecting the kernel of historic Salisbury from encroaching insensitive development (fig. 21).



Fig. 21 – East Innes Street, looking West from the Innes Street Bridge

## PROPERTY EVALUATION

### Bridge No. 381

#### **Description.**

Bridge No. 381 is located on SR 2200 (East Innis Street) over the Southern Railway in the city of Salisbury in Rowan County. The total length of the structure is 105 feet and the maximum width is 61 feet. This is a type 302 (steel stringer/multi-beam) structure. The structure was constructed by the State Highway Public Works Commission (project # 6773). Eight type 302 bridge structures were constructed in Rowan County prior to 1947 and 290 type 302 bridge structures were constructed statewide prior to 1947. The substructure is reinforced concrete deck on I-beams. The superstructure end bents are reinforced caps on timber piles and the interior bents are reinforced post and beams on retaining walls.

Prior to 1955, the portion of East Innis Street between the current I-85 interchange and the railway was residential. Over the last forty years this portion of the road has been developed as a commercial and industrial section of Salisbury. Bridge No. 381 serves as the entrance to a distinctive central business district, which contains three National Register historic districts and three locally designated historic districts. The granite plaque on the bridge is extant and reads "Rowan County. State Project 6763. Federal Aid. 1947."

#### **Evaluation.**

In order for a bridge to be eligible for the National Register, it must possess integrity and meet at least one of four criteria:

##### Criterion A

- Bridges predating the State Highway Commission (established in 1915) that were built on one of the state's major transportation corridors. *Bridge No. 381 does not predate the State Highway Commission.*
- The first bridge at a crossing to serve traffic on one of the routes designated as state highways in 1921. *Innis Street was a designated state highway in 1921. The road came in from the southeast from Albemarle and continued through Salisbury on to Statesville and beyond. Bridge 381 is the second bridge to be constructed over the Southern Railway line. Early photographs of Innis Street illustrate the original metal truss bridge. Bridge No. 381 does not meet this requirement.*

- Bridges built at critical crossings on one of the state's major transportation corridors. *The Southern Railway corridor, originally constructed as a section of the North Carolina Central Railroad in 1855 is a major transportation corridor in the context of the development of Salisbury, Rowan County and the western Piedmont. While Bridge 381 is not the original bridge constructed at this site, it is located at a critical crossing across a major transportation corridor.*
- \* Bridges that are specifically associated with significant residential, commercial or industrial development or expansion. *A bridge was constructed on this site in order to span the railroad corridor. As demonstrated in the contextual description of the development of Salisbury, the expansion of the railroad was the major impetus for commercial and industrial development for over seventy years beginning in 1855. As such, the bridge is associated with significant commercial development and expansion.*

***Bridge No. 381 is eligible for listing under Criterion A because it is located at a critical crossing across a major transportation corridor and because it is associated with significant commercial development and expansion in the city of Salisbury.***

#### Criterion B

*National Register Bulletin 15* states: "Properties may be eligible for the National Register if they are associated with the lives of persons significant in our past." (pg. 14). Bridge No. 381 is not associated with the lives of significant individuals, therefore it is not eligible under Criterion B.

#### Criterion C—Design

*National Register Bulletin 15* states: "Properties may be eligible for the National Register if they embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction." (pg. 17). Bridge No. 381 is a type 302 (reinforced concrete on I-beams). This is an extremely common bridge type of which hundreds are extant in Rowan County alone. Bridge No. 381 is not eligible for the National Register under Criterion C.

#### Criterion D

*National Register Bulletin 15* states: "Properties may be eligible for the National Register if they have yielded, or may be likely to yield, information important in history or

prehistory.” (pg. 21). The architectural component of this structure is not likely to yield information important in the history of building technology; it is therefore not eligible for the National Register under Criterion D.

### **Integrity.**

Bridge 381 has undergone relatively few character-altering changes. With the exception of resurfacing and minor repair works, the bridge retains a high degree of integrity.


### **Boundary and Justification.**


Bridge No. 381 is immediately adjacent to the Salisbury Railroad Historic District. The southwest corner of this district abuts the southeastern terminus of the bridge.


The Salisbury Railroad Corridor Historic District includes twenty-three architecturally and historically significant buildings associated with the railroad (see attached National Register Nomination Form). The centerpiece of the district is the Spanish Mission style depot constructed in 1907 by prominent architect, Frank P. Milburn (1868-1926). The district includes a former hotel, commercial buildings, freight depots and warehouses. The businesses housed in these contributing buildings were utilizing the railroad, and the buildings were constructed on their sites because of the proximity of the railroad.


Bridge No. 381 was constructed specifically because of the railroad and the need to allow traffic to pass overhead without the constraints of waiting for trains to pass. Because the structure was needed due to the railroad and because the structure abuts the Salisbury Railroad Corridor Historic District, ***Bridge No. 381 should be a contributing structure to this district.*** The District should be expanded in order to include the footprint of this bridge. Only the footprint of Bridge No. 381 (and not the approach roadway) is eligible as a contributing structure to the previously established historic district.





 NORTH CAROLINA DEPARTMENT OF  
 TRANSPORTATION  
 DIVISION OF HIGHWAYS  
 PLANNING AND ENVIRONMENTAL  
 BRANCH

 Bridge No. 381

 #7 Salisbury Railroad Corridor  
 Historic District

 #1 Salisbury Historic District

 #3 Brooklyn-South Square  
 Historic District

Area of Potential Effect (APE)



Bridge No. 381  
Stacked pier and plaque  
View looking north



Bridge No. 381  
View south from fountain plaza



Bernhardt House



Bridge No. 381  
View from Bernhardt House looking north





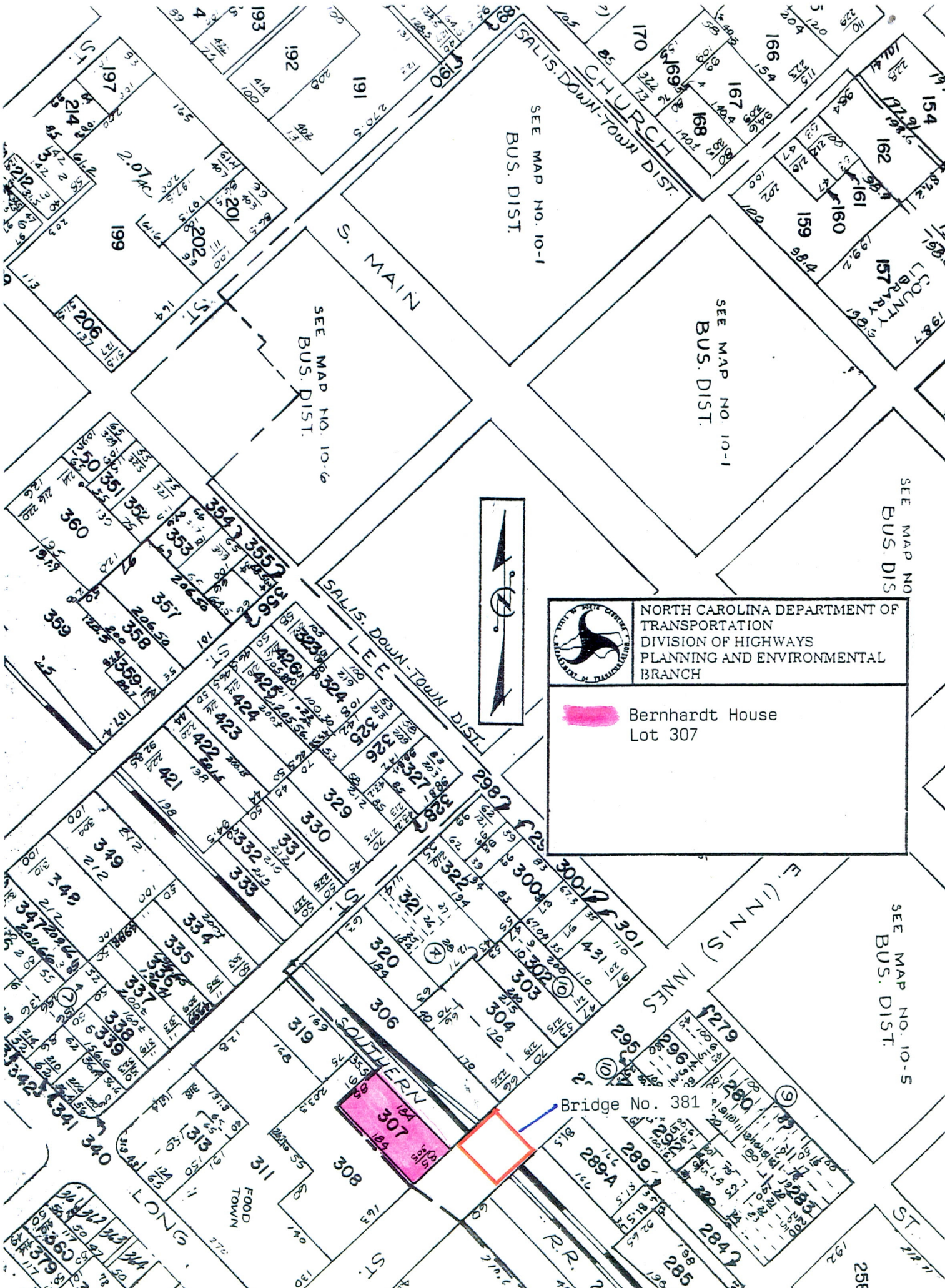
Bridge No. 381  
View from east to west



Bridge No. 381  
View west to east



Bridge No. 381  
View from west side of bridge  
Depot and former Yadkin Hotel in the distance



SEE MAP NO. 10-1  
BUS. DIST.


SEE MAP NO. 10-6  
BUS. DIST.

SEE MAP NO. 10-1  
BUS. DIST.

SEE MAP NO.  
BUS. DIS



NORTH CAROLINA DEPARTMENT OF  
TRANSPORTATION  
DIVISION OF HIGHWAYS  
PLANNING AND ENVIRONMENTAL  
BRANCH

 Bernhardt House  
Lot 307

SEE MAP NO. 10-5  
BUS. DIST.

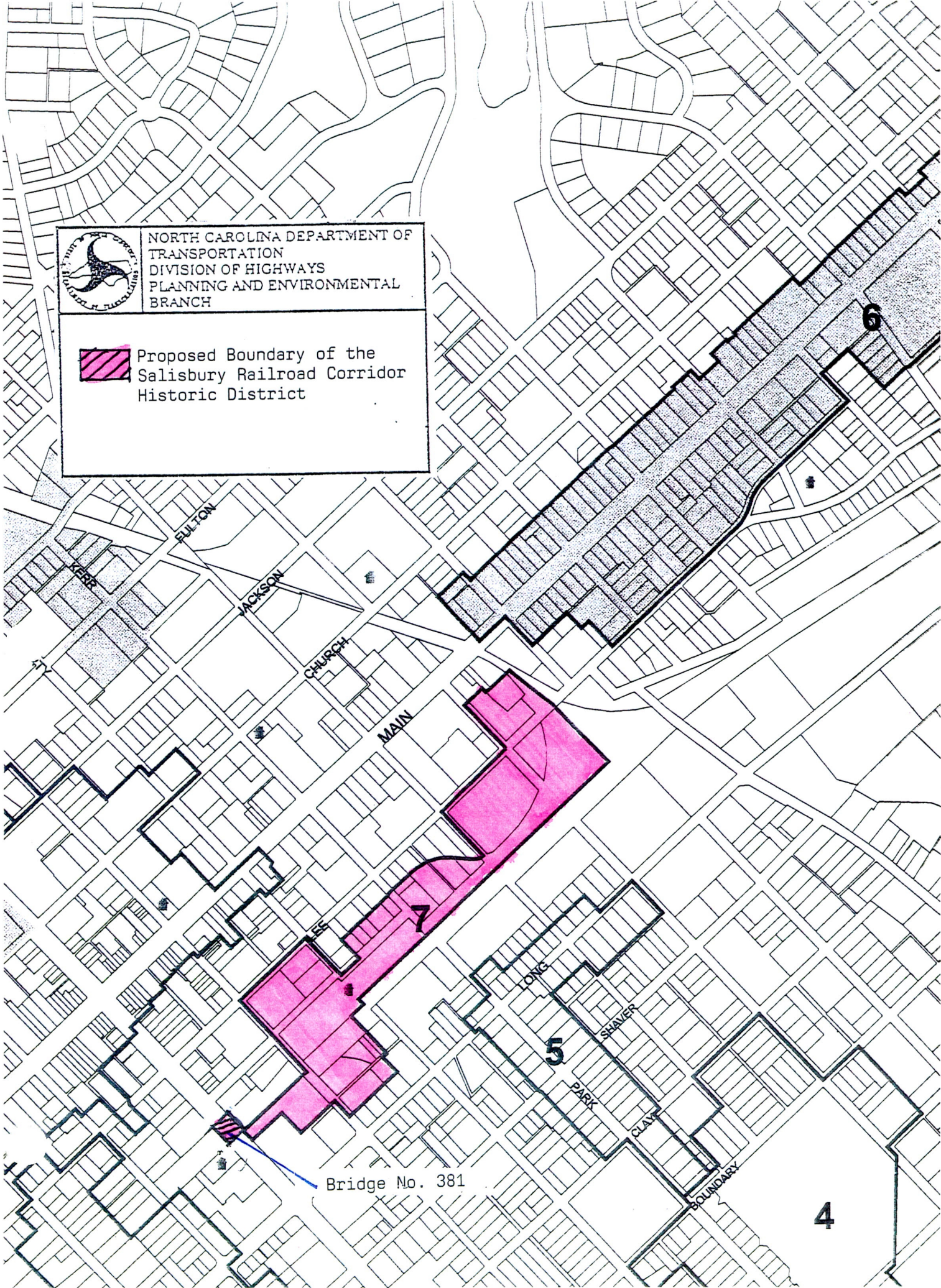
Bridge No. 381



NORTH CAROLINA DEPARTMENT OF  
TRANSPORTATION  
DIVISION OF HIGHWAYS  
PLANNING AND ENVIRONMENTAL  
BRANCH



Proposed Boundary of the  
Salisbury Railroad Corridor  
Historic District



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- Figure 1 – C. Overcash, *Salisbury Souvenir Post Card and other Photographs* (1977).
- Figure 2 – Ibid.
- Figure 3 – James S. Brawley, *Rowan County: A Brief History* (Raleigh, NC: North Carolina Division of Archives and History, 1974) 7.
- Figure 4 – Overcash.
- Figure 5 – Ibid.
- Figure 6 – Davyd Foard Hood, “Bernhardt House,” National Register of Historic Places Inventory-Nomination Form, unpublished material (Raleigh, NC: North Carolina Division of Archives and History, 1992).

- Figure 7 – Cecil Kenneth Brown, *A State Movement in Railroad Development* (Chapel Hill, NC: The University of North Carolina Press, 1928).
- Figure 8 – Overcash.
- Figure 9 – Brawley, 86.
- Figure 10 – Overcash.
- Figure 11 – Ibid.
- Figure 12 – Davyd Foard Hood, *The Architecture of Rowan County* (Raleigh: Glover Printing, Inc., 1983) 300.
- Figure 13 – Ibid., 301.
- Figure 14 – Ibid., 306.
- Figure 15 – Patricia S. Dickinson, “Salisbury Railroad Corridor Historic District,” unpublished material (Raleigh, NC: North Carolina Division of Archives and History, 1986).
- Figure 16 – Ibid.
- Figure 17 – Ibid.
- Figure 18 – Overcash.
- Figure 19 – Ibid.
- Figure 20 – Private Collection.
- Figure 21 – Private Collection.

**APPENDIX**

*National Register Nominations*  
*Sections 1 - 8*

*Salisbury Railroad Corridor Historic District (RW 596)*  
*Bernhardt House (RW 628)*



United States Department of the Interior  
National Park Service

For NPS use only

National Register of Historic Places  
Inventory—Nomination Form

received

date entered

See instructions in *How to Complete National Register Forms*

Type all entries—complete applicable sections

1. Name

historic Salisbury Railroad Corridor Historic District

and/or common

2. Location

street & number portions of East Council, Liberty, Kerr, Cemetery,  
Franklin, Lee and Depot streets

not for publication

city, town Salisbury vicinity of

state North Carolina code 037 county Rowan code 159

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	N/A	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residences
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input checked="" type="checkbox"/> other: warehouse

4. Owner of Property

name Multiple Owners

street & number

city, town vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Register of Deeds, County Office Building

street & number Main Street

city, town Salisbury state North Carolina

6. Representation in Existing Surveys

title Davyd Foard Hood  
The Architecture of Rowan County has this property been determined eligible?  yes  no

date  federal  state  county  local

depository for survey records Survey and Planning Branch, Division of Archives and History

city, town Raleigh state North Carolina 27611

## 7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

### Describe the present and original (if known) physical appearance

The Salisbury Railroad Corridor Historic District comprises twenty-three architecturally and historically significant buildings and one site, located along a rectangular, seven city block-long section of railroad tracks immediately south of the central business district of Salisbury, seat of Rowan County. The rail lines run approximately north-south and the district primarily carries along the west side of the tracks except for its extension on East Council and East Franklin streets. The district is bracketed at the south by the Salisbury Passenger Depot (#12, NR 1975) and at the north by the Old Freight Depot (#23), both constructed by the Southern Railway Company in 1907. The district includes portions of East Council, Liberty, Kerr, Cemetery, Franklin, Lee, and Depot streets. With the exception of the (former) Yadkin Hotel (#13), constructed in 1913 to serve the travelling public and now adaptively reused residentially as housing for the elderly, the district's structures were originally constructed for warehouse or commercial use and continue in those uses today. The structures are representative of the thriving commercial district which developed around the depots in the late nineteenth and early twentieth centuries. The district boundaries have been drawn to exclude residential construction to the south and east, a parking lot at the west, and retail and later warehouse construction at the north.

The eighteen pivotal and contributing structures in the district date primarily from the first two decades of the twentieth century. The five non-contributing or intrusive structures date from the 1950s; a non-contributing site, the Old Lutheran Cemetery, was established in 1768 and is the town's oldest public graveyard, site of Salisbury's first established church, and site of North Carolina's first Lutheran Church.

The district's structures range in size from the small one-story, two-bay R. B. Miller Building (#s 10 and 11), to the imposing five-story Yadkin Hotel (#13) which occupies most of a city block, and include a significant group of two-story buildings located in the 300 block of East Council Street (#s 3-8). Brick and stone are the predominant construction materials represented; a notable exception is the Old Freight Depot (#23), a rectangular frame building covered with weatherboards.

In their uses, this group of relatively unaltered buildings exhibit a remarkable sense of continuity: four of them have housed the same businesses for an average of seventy years each. The Cheerwine/Carolina Beverage Corporation Building (#7), is still in use by the same company which constructed it in 1913; the 1908 Saleeby Building (#8) is occupied in part today by a Saleeby family member engaged in their traditional wholesale produce business established there in 1917; saw mill machinery and parts are warehoused in and brokered from the Frick Building (#17) as they have been since the building was constructed c. 1905; and the Thomas & Howard Company wholesale grocery business has been headquartered in the striking two-story brick building at Lee and Franklin streets (#21) since c. 1931. Additionally, the Fisher-Thompson Hardware Company (#18) was located in its East Kerr Street building from 1925 until 1981; and both the passenger and freight depots continued in their original uses from 1907 until the mid-1970s. Currently the passenger depot is vacant, awaiting a planned adaptive reuse as a restaurant and shops; the freight depot is in use today as the "cash and carry" retail outlet for the nearby Thomas and Howard Company.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

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date entered

Continuation sheet Description

Item number 7

Page 1

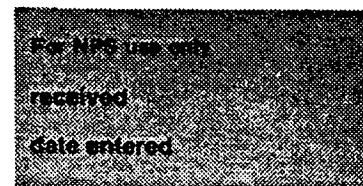
There are a number of architecturally significant buildings in the district. The most notable is the Salisbury Southern Railway Passenger Depot designed by prominent southern architect, Frank P. Milburn (1868-1926). This impressive and intact example of the Spanish Mission style, constructed between 1907 and 1908, is one of the few surviving examples of Milburn's many public buildings in North Carolina, and one of the most architecturally ambitious railroad depots in the state. The brick depot extends the length of two city blocks, bounded by the railroad tracks, Council, Depot, and Kerr streets. A two-course water table divides the dark red brick base with its deeply raked joints, and the tan brick of the body of the building which is tightly laid with flush joints. The station is divided into two main blocks, both covered by an earthy red Spanish tile roof. The E-shaped fifteen-bay long main (southern) one-and-one half story block is dominated by a large three-and-one-half story square-in-section hip-roofed signal tower from which fanciful gargoyles project at each corner. Trios of tall round-arch windows set in blind arches light the tower. The depot's main block is also characterized by bold curvilinear gables, hip-roofed wall dormers, round-arch arcades protected by a pent roof, and a variety of window types including loosely interpreted Palladian types and one-over-one and two-over-two sash windows. The one-story, fourteen-bay long, three-bay deep northern block of the depot with broad overhanging eaves, houses administrative offices and storage rooms.

Located across Depot Street from the Passenger station, the five-story Yadkin Hotel (#13) is a handsome eclectically detailed building with a green Spanish tile roof, ornate gutters and elaborate metal brackets at the eaves, Flemish bond brick elevations, brick quoining on the first story, and stone window lintels. The busy elevations are punctuated with white accents including stuccoed corner blocks at the paired sash windows; a band of stucco near the eaves broken into panels by the brackets and further ornamented with diamond-shaped insets of red brick work; and, atop the paired second story windows, stuccoed blind arches centered with diamond-shaped red brick work and white key stones. When the former hotel was rehabilitated for use as housing for the elderly in 1981, the interior was gutted and a 1923 two-story annex was razed.

The yellow brick main elevation of the two-story Cheerwine/Carolina Beverage Corporation Building at 322 East Council Street (#7) exhibits a striking two-part arrangement accentuated by a pair of tall stone-coped triangular parapets. Granite quoins enframe the large single bays on the first story and rise to a molded stone cornice. The cornice acts as a base for the symmetrical four-bay division on the second story, where a series of tall, stone-accented, blind arches contain paired one-over-one sash windows topped by a multi-pane transom. Above, the false parapets are each ornamented by a trio of stone-accented fixed windows with decorative criss-cross muntins.

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A characteristic decorative element of early twentieth century commercial buildings is fine, corbelled brickwork at the eaves. Good examples of this are seen on the Saleeby Building (#8), located at 310 East Council Street at the railroad tracks, where corbelling is used also to unify the eaves of the one-and-one-half-story portions of the building; and the R. B. Miller Building (#s 10 and 11), constructed c. 1910 directly across the tracks from the passenger station, which is comprised of two adjoining small one-story brick buildings ornamented by corbelled eaves and elevations laid up on one-to-six bond with a header course of a decorative darker brick. Robust corbelling is seen in the triangular parapet and water table of the c. 1910 Thomas and Howard Company building (#21). The main elevation of the one-story Frick Building (#17) is dominated by twin projecting gable fronts with large arched window openings with corbelled arch and label stops. The arches were bricked in recently, and the original windows replaced by metal-trimmed projecting windows.

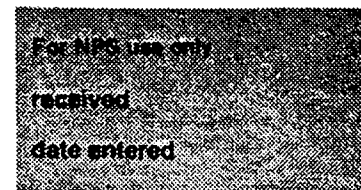
More utilitarian, less ornamented, buildings in the district include the (former) Livery Stable (#1), constructed c. 1915 a short distance north of and across the tracks from the passenger station, with rock-faced concrete block elevations and a simple stepped parapet; the 1910 Boyden-Overman Company Cotton Warehouse (#19), adjacent to the northwest side of the railroad tracks between Kerr and Cemetery streets, features a pair of large arched openings in the plain one-story rectangular brick building; the Old Freight Depot, with large triangular wooden brackets serving a functional as well as decorative purpose by supporting very wide overhanging eaves which shelter the loading docks extending the length of the one-story, eight-bay gable-roofed structure.

The Old Lutheran Cemetery (#20), a peaceful grass-covered park enclosed by a low brick wall and shaded by large trees, provides an interesting contrast to the business and commercial activities of the Railroad Corridor District. Located at the heart of the oldest section of Salisbury, the cemetery, a non-contributing site, covers an entire city block adjacent to the railroad tracks and otherwise bounded by Lee, Cemetery and Franklin streets. It is the town's oldest public burying ground and contains the graves of many of the town's earliest citizens. The approximately 300 stone monuments are in the form of tables, tablets, urns and obelisks and are ornamented with typical carved funerary art. One of the most impressive stones is the Greek Revival style heavy fluted column with urn marking the grave of lawyer and congressman, Archibald Henderson (1768-1822).

The district's three non-contributing buildings (#s 14, 15, 16) were constructed c. 1950 and are compatible with the district's other buildings in scale, materials and uses. The two intrusions are a c. 1950 one-story, one-bay cinder block building (#9) which serves as an office for an aluminum can recycling operation; and a small rectangular one-story frame storage building (#22) with a gasoline pump used to fuel salesmen's cars for the neighboring Thomas and Howard Company. The intrusions are small in size and impact and do not detract from the district as a whole.

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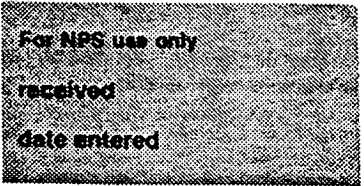
Whenever possible specific sources for information on individual buildings are indicated in parentheses at the end of the entries. Some of the sources are noted by complete name, but many are coded. The key to the coded source is as follows:

- SM - Sanborn Insurance Maps. Complete Salisbury series located in the North Carolina Collection at the University of North Carolina, Chapel Hill. Series includes maps for 1885, 1890, 1896, 1902, 1907, 1913, 1922 and 1931. There are also some revised maps updated until about 1961 (revisions undated) by the Salisbury Planning Department and located there.
- JSB - James S. Brawley, a noted local historian wrote or edited several histories of Salisbury and/or Rowan County. Since the same information on the businesses or buildings in the district is often repeated, no distinction has been made between the volumes. The works consulted include: Rowan County: A Brief History (Raleigh: Department of Archives and History, 1977); The Rowan Story 1753-1953: A Narrative History of Rowan County (Salisbury: Rowan Printing Company, 1953); Old Rowan Views and Sketches (Salisbury: Rowan Printing Company, n.d.); Salisbury Renaissance (Salisbury: Historic Salisbury Foundation, 1981.)
- McC - McCubbins Files. Several filing cabinets full of vertical files containing newspaper clippings, photographs, maps, etc. compiled by Mrs. Mamie McCubbins located in the Edith M. Clark History Room of the Rowan Public Library, Salisbury.
- CD - City Directory, 1924-25 edition. Located Duke University Library, Durham, N.C.
- NR - National Register nomination forms for the Salisbury Historic District; the Southern Railroad Passenger Depot; and the Yadkin Hotel (not submitted). Located Survey and Planning Branch, N.C. Division of Archives and History, Raleigh.
- AH - Archives and History, Raleigh, N.C. Inventory files from the mid-1970s to the present on deposit with the Survey and Planning Branch, Raleigh; see also the inventory publication by Davyd Foard Hood, The Architecture of Rowan County: A Catalogue and History of Surviving 18th, 19th and Early 20th Century Structures (Salisbury: Rowan County Historic Properties Commission, 1983).
- SK - Skyland, magazine published December, 1913. Extensive article on Salisbury's business enterprises, entitled "Salisbury's the Place."
- JR - Jethro Rumble, A History of Rowan County (Salisbury: J. J. Bruner, 1881).



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1. (former) Livery Stable  
300 East Council Street at the railroad tracks  
c. 1915  
C

This one-story, rectangular building, constructed with coursed rock-faced concrete blocks, was built between 1913 and 1922 for use as a livery stable which served the passenger depot and the Yadkin Hotel, (#s 12 and 13) both located a short distance north across the railroad tracks. The main elevation is dominated by a stepped false parapet which conceals the low-pitched metal-clad roof, and by large metal double entrance doors. By 1931 the building was used for automobile storage. Later it was owned by Salisbury Engineering Company and used as a machine shop. The building is currently vacant.  
(SM)

2. Warehouse  
300 block East Council Street (at the rear of 303-315 East Council Street, #s 3-6)  
c. 1925  
C

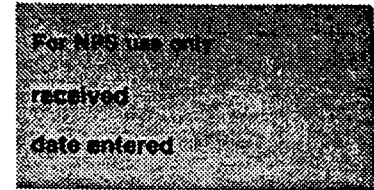
One of a number of warehouses and wholesale grocery outlets located near the railroad tracks on East Council Street, this small, one-story red brick, flat-roofed warehouse was constructed between 1922 and 1931. According to Sanborn maps, the building was originally used as a warehouse for "banana sales" and it was later used as a lime and cement warehouse (owners/companies unknown). The elevations are laid up in one-to-six common bond brick. The main elevation is curved to accommodate the adjacent short, curved railroad siding. The main entrance door has been replaced on this otherwise little-altered, but deteriorated, building. (SM)

This group of four adjoining buildings (#s 3-6) which originally housed a variety of food distributorships and manufacturers, has been occupied by a tire and auto parts store since 1984. These buildings from north or south are:

3. Chapin-Sacks Building  
303 East Council Street  
1921  
C

This handsome two-story brick commercial building with elevations laid up in one-to-six bond, was constructed in 1921 to house the Chapin-Sacks Ice Cream Factory. The most prominent features of the five-bay building are the full-width robust, molded stone cornice; stone lintels and sills of the (replacement) casement windows; main entrance with transom and sidelights; and the curved

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northwest (right) elevation which echoes the curve of the adjacent railroad siding. This curved elevation retains the original multi-pane metal-trimmed projecting windows. The building's brick eave, damaged by train vibrations, has been rebuilt. A loading dock is located at the rear of the building. The 1924 Salisbury City Directory features a display advertisement for the Chapin-Sacks Corporation which manufactured "The Velvet Kind of Ice Cream." The April 8, 1923 edition of the Salisbury Sunday Observer describes Chapin-Sacks' product as "the cream of the creams" and goes on to note that the company, which "has plants from Virginia to Florida, including six in North Carolina," opened its Salisbury plant on April 1, 1921. This article is illustrated by a photograph of the building's curved elevation. The 1931 Sanborn Map indicates that the Chapin-Sacks factory was replaced (or the name was changed?) by the Southern Dairy Company Ice Cream Factory. (SM, CD)

4. Wholesale Commercial Building  
309 East Council Street  
c. 1922  
C

Constructed by 1922 to house a "wholesale meat packers" operation, this two-story, four-bay red brick building features a stone-coped, pointed and crenelated parapet, and a robust full-width molded stone cornice which matches and extends the cornice of the adjacent building. Stone is also used to accent the window lintels and sills. The first story is lit by a trio of two-over-two sash windows, with a quartet of two-over-two sash windows lighting the second story. A fifteen-light transom tops the main entrance; to the south (left) of the main entrance is a later addition of a garage door. (SM)

5. Wholesale Commercial Building  
313 East Council Street  
c. 1930  
C

Sanborn Maps indicate this two-story brick building was constructed by 1931 and originally housed a wholesale meat packing company. (It is not known if construction of this building represented an expansion of the meat packing company next door at 309 East Council, which continued in operation.) This building has been altered by the installation of a garage door at the north and a replacement metal main entrance door flanked by a twenty-four light fixed window. The red brick elevations are laid up in one-to-six common bond with modest corbelling at the eave. According to a revised, undated Sanborn Map, a luggage manufacturer was later located in this building and in the one next door (south) at 315 East Council Street. (SM)



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6. Peeler Company Building  
315 East Council Street  
c. 1915  
C

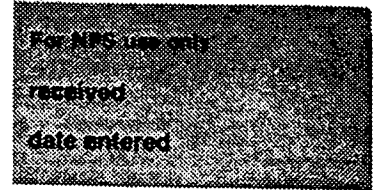
This two-story, six-bay brick building was constructed between 1913 and 1922 and housed a "wholesale grocery dealer." According to the 1924 City Directory, the Peeler Company, wholesale grocers, was located here. The December, 1913 issue of Skyland mentions that the Peeler Grain and Commission Company was among a sizeable list of Salisbury businesses doing "a lucrative business." On the main elevation, this building retains the original two-over-two sash windows on the second floor; these windows are set in segmental arches and the six-bay divisions are defined by simple brick pilasters. The first story has four (replacement) twelve-light casement windows, set in segmental arches, which flank the double door main entrance. The southeast (left) side elevation is unaltered and displays large, and smaller, paired two-over-two sash windows and a door set in a segmental arch. The building is set a little farther back from the sidewalk than the adjoining structures. A full-width shallow wooden loading dock extends across the main elevation; a smaller loading dock is located at the rear. (SM, SK, CD)

7. Cheerwine/Carolina Beverage Corporation Building  
322 East Council Street  
1913  
P

One of the most architecturally distinguished of the surviving early twentieth century commercial and manufacturing businesses located near the railroad depot, this substantial two-story brick building was erected in 1913-1914 by Leo Wallace who leased it to the Mint-Cola Company, incorporated in 1913 by Harold Allan Rouzer, H. B. Smith and others. The bottling plant operated for a brief time in the present R. B. Miller Building (#s 10 and 11) before the business moved a short distance south to the newly erected plant at 322 East Council Street. The new bottling plant, which produced 360 cases of the soft drink per day, opened in February, 1914 under the direction of company president, L. D. Peeler. Sugar was difficult to obtain during the first World War years and the soft drink business nearly foundered. Mint-Cola's formula was changed by the addition of a fruit flavor and the product was renamed "Cheerwine." The company was reorganized as the Carolina Beverage Corporation, with the local franchise remaining the Piedmont Cheerwine Bottling Company. The new soft drink achieved a wide market in North and South Carolina. Today the company is operated by L. D. Peeler's son, Cliff, and the product is distributed throughout the southeastern United States. The main bottling plant is now located on Klumac Road in Salisbury, and the Council Street building is used for storage and as a paint shop for the company trucks.

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The yellow brick main elevation of the Cheerwine Building has a two-part arrangement accentuated by a pair of false stone-coped triangular parapets crowning the roofline. Granite quoins enframe the large single bays on the first story and rise to the molded stone cornice. The cornice acts as the base for the symmetrical four-bay division on the second story, where a series of tall, stone-accented, blind arches contain paired one-over-one sash windows set below a multi-pane transom. The false parapets are each ornamented with a trio of stone-accented small windows whose muntins form a criss-cross pattern. The side elevations, laid up in one-to-six common bond red brick, are pierced by single and paired window openings set in segmental arches, as well as by the original doors which are composed of beaded, diagonal and horizontal panels.

Adjoining the Cheerwine Building at the east (right) is a c. 1935 one-story, two-bay red brick addition which served as a garage and warehouse for the company's delivery trucks. Twin concrete-coped stepped parapets echo, on a more modest scale, the parapets of the Cheerwine Building. A simple recessed brick panel outlined by a soldier course decorates each parapet. A replacement garage door is located in the left bay and the right bay is composed of a large window and a glass and wood door. (AH, McC, SM, SK)

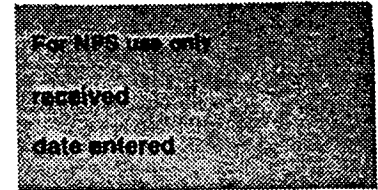
8. Saleeby Building  
310 East Council Street at the railroad tracks  
1908  
C

During the 1880s this large lot, in a prime location adjacent to the railroad tracks opposite the depot, was the site of Merony Brothers Agricultural Works; this complex included a corn mill, planing mill, machinery and wood shop, foundry and lumber warehouse. By 1902 the planing mill was vacant, and by 1907 the area had been cleared. The Sanborn Map for that year indicates the outline of the unit of one- and two-story red brick buildings "to be built." By 1913 the following businesses (from north to south) were operating there: Peeler Grain Provision Company (which later moved across the street to 315 East Council, #6); Swift and Company Meats; Coca-Cola Bottling Company; and an unnamed "machine shop." The 1922 map is the same, except that the bottling company's place was then occupied by "machinery storage." By 1924 the Owen Wholesale Produce Company had replaced the Peeler Company and the Saleeby Distributing Company, wholesale produce, was headquartered here and operated by Abdalah B. Saleeby. A prominent feature of the building's main elevation eave today, is a large full-width painted sign, decorated with banana bunches, for "Saleeby Distributing Company."

According to his son, Albert, Abdalah B. Saleeby immigrated to the United States from his native Lebanon in 1911. A stone mason by trade, Saleeby was on his way from New Hampshire to Texas that year, when his train had a stop-over in Salisbury. Saleeby walked around town during the delay and "liked the look of

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the town" so much that he missed his train and decided to stay in Salisbury. He courted, and soon married a cousin who was then living with her parents in Greensboro. Mr. and Mrs. Saleeby first operated a candy store on Main Street in Salisbury, before expanding into the wholesale fruit and produce business. About 1917 he opened his produce store on East Council and remained in that location until 1955. Today Eli Saleeby, a distant cousin, continues the family tradition and operates a potato bagging-plant there. Albert Saleeby recalled that this area on East Council Street near the passenger depot was a "real farmer's market" and a shopping area for Salisbury's retail merchants who supplied their stores from the wholesale fruit, produce, meat, and dairy dealerships located there.

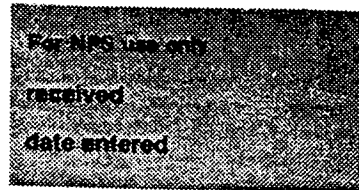
Decorative corbelled brick work enlivens the eave of the two-story section, and similar brick work extends across and unifies the eaves of the one-and-one-half story portion of the building extending to the south. In addition to the Saleeby sign on the main elevation, other faded, painted signs of businesses formerly located in the building remain on the north (side) elevation; these advertise tractors, power tools and Coca-Cola. An unsympathetic one-story flat-roof brick addition, c. 1960?, is attached to the main elevation of the two-story section, obscuring the original main entrance; some original two-over-two segmental arched sash windows remain visible on the second story. Several other windows are bricked over, as are some of the original loading bays. The north side and rear elevations are angled to conform to the curved railroad siding which lies immediately to the rear of the building and extends to the rear of the neighboring Cheerwine Building (#7). (SM, McC, AH; telephone interview with Albert Saleeby, February 4, 1986).

9. Recycling Center  
308 East Council Street  
c. 1950?  
I

This small, one-story, single-bay, flat-roofed cinder block building with large twelve-over-twelve sash windows currently serves as the office for an aluminum can recycling center operated by the Rowan Vocational Rehabilitation Center. According to the present tenant, the building has housed several businesses over the years including an office for cement sales (see #2) and an insurance office. The machinery which flattens the aluminum cans and spews them into a semi-trailer tractor is sheltered by an adjacent open, gable-roofed shed.

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- 10. R. B. Miller Building
- & Southeast side of railroad tracks, opposite the Passenger Depot
- 11. c. 1910; c. 1930
- P

These little-altered, adjoining, rectangular, one-story brick commercial buildings were an important part of the thriving commercial district which developed along and adjacent to the railroad depot and tracks in the late nineteenth and early twentieth centuries. They are located on the former site of a c. 1890 distillery and a c. 1902 farm implement warehouse. The building on the left (#11, northeast) was constructed first between 1907 and 1913, according to the Sanborn Maps, and in 1913 it housed the first Mint-Cola syrup manufacturing plant. The building was used for storage according to the 1922 map and was vacant in 1931. The adjoining building at the right (#10) appears for the first time on the 1931 Sanborn Map. Both buildings were used in later years by the R. B. Miller Company which dealt in wholesale fruits and vegetables. A faded sign painted on the main elevation of the newer building advertises "R. B. Miller & Co., Wholesale Vegetables, Modern Cold Storage." The buildings are currently vacant.

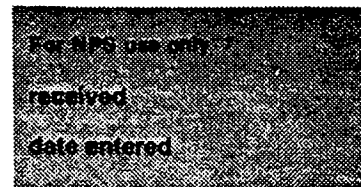
The elevations of both buildings are laid up in one-to-six bond with a header course of a decorative darker brick. Both feature corbelling at the eaves of the flat roofs, with the corbelling slightly more elaborate on the older building. The windows of the older building are set in segmental arches. A shallow wooden loading dock, set on replacement brick piers (one original cut stone pier remains), runs the full width of the buildings, as does the standing seam metal pent-roof porch supported by heavy triangular brackets. The original double door main entrances and brass door hardware remain intact. (SK, JSB, AH).

- 12. Salisbury Southern Railway Passenger Depot (NR, 1975)
- Southeast side Depot Street, between Kerr and Council Streets
- 1907-1908
- P

The Salisbury Southern Railroad Passenger Depot, designed by Frank Pierce Milburn and built in 1907-1908, is an excellent example of the Spanish Mission style, popular in the early twentieth century and an important reminder of the vital role of the railroad in the development of the town of Salisbury. The station, which extends the length of two city blocks, is a brick structure; a two-course water table divides the dark red brick base and the tan brick of the body of the building. The depot is divided into two blocks--a main block to the south, and a smaller block to the north. Each is covered by an earthy red Spanish tile roof. The E-shaped one-and-one-half story main block, dominated by a square central three-and-one-half story tower ornamented by projecting gargoyles, housed the

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ticket office and passenger waiting rooms. Other prominent features of the main block include bold curvilinear gables, large hip-roof wall dormers, round-arch arcades and a variety of window types including loosely interpreted Palladian windows, round-arch two-over-two, and one-over-one sash windows. The one-story, fourteen-bay long, three-bay deep northern block housed administrative offices and storage rooms.

The passenger station was abandoned in the mid-1970s; a small glass and steel structure located just south of the depot is now the waiting area for the two daily Amtrak trains which serve Salisbury. The Historic Salisbury Foundation plans an adaptive reuse of the depot as retail shops. (NR, AH, SK, JSB, McC)

12a. Power Station

North end of the passenger depot  
c. 1907  
C

This small, one-story brick building, with elevations laid up with oversize bricks in a one-to-three bond is located next to the passenger depot at its north end, and serves as its electrical power switching station.

13. (former) Yadkin Hotel

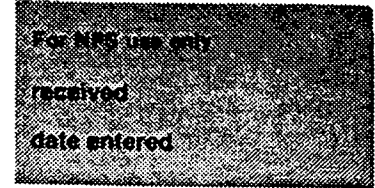
200 East Council Street at Depot Street  
1913  
P

The (former) Yadkin Hotel, a five-story steel frame structure covered with brick and stone veneer and located just west of the Southern Railroad Passenger Station, played an important role in the economic and social life of Salisbury from its opening in 1913 until it closed as a hotel in 1973.

In November, 1912 the Carolina Hotel Company acquired a lot at the northeast corner of Railroad Avenue (now Depot Street) and Council Street from the estate of Mary L. C. Boyden for the expressed purpose of building a hotel. The Charlotte architectural firm of Wheeler and Sterne designed the imposing building and the D. M. Tucker Company, also of Charlotte, constructed the building. The Yadkin Hotel opened in 1913 and contained 100 guest rooms on the second through the fifth floors with a lobby, coffee shop and barber shop on the first floor. Business was good, especially during the World War I years, and in 1923 the hotel was expanded by a sixty-room wing which extended along Council Street to its intersection with Lee Street; A. R. Lazenby of Salisbury was the contractor for the addition. The ground floor of the new wing housed seven shops, among them a drugstore and clothing store, with guest rooms located on the the floors above. The materials and design of this addition are so similar to that of the original hotel that only a small white line down the middle of the Council Street

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elevation shows where the addition was made. A two-story annex which extended north along Depot Street was also constructed during 1923; this wing contained a coffee shop and kitchen on the first floor, an assembly room on the second, and a cold storage plant in the basement. The hotel's lobby was enlarged, the stair and elevator reoriented and the dining room expanded.

During the 1920s, the Yadkin Hotel was the center of social life of Salisbury and Rowan County, but the decade ended in a sudden crippling economic depression from which the Yadkin never fully recovered. The owners had taken out a large mortgage to finance the 1922-23 expansion. The bank called in the note in the early 1930s, but the owners obtained a new mortgage and the hotel barely continued in business until the advent of World War II brought a temporary resurgence of activity. The widespread post-war popularity of individual automobile travel and the decline in the number of rail passengers further hurt the hotel business. By the late 1960s the Yadkin was the city's only operating hotel. The use of the facility by approximately seventy railroad employees working out of the nearby town of Spencer, kept the hotel alive. In 1972 a new dormitory for railroad personnel was built in Spencer and its last substantial source of revenue disappeared. A year later the hotel closed and the fixtures were sold at public auction. In 1980-81 the two-story wing was demolished. The interior of the five-story hotel was gutted and the building was adaptively reused as housing for the elderly. The exterior retains the original Flemish bond Council and Depot streets elevations (running bond on the rear elevation), the ornate gutters, Spanish tile roof, brick quoining on the first story, stone window lintels and water table. (AH, NR)

- 14. Smitty's Janitorial Supply and Davis Warehouse #2  
& 316 and 322 Depot Street
- 15. c. 1950  
NC

Two adjoining brick commercial buildings with elevations laid up in one-to-six bond. The building to the north (right) is one story and the adjoining building is two stories. Both feature large metal trimmed plate glass display windows and garage doors in the main elevations. In scale, materials, and use, the buildings are compatible with the district's other industrial and warehouse structures, although they must be considered non-contributing due to their construction date.

- 16. Rouzer Motor Parts  
Northeast corner of Depot and Kerr Streets  
1949  
NC

This one-story square brick building (one-to-four bond) with stepped false parapet and large plate glass display windows flanking a glass main entrance was constructed in 1949 to house Rouzer Motor Parts, an automobile parts dealership

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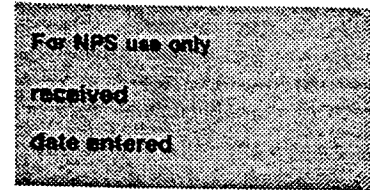
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still located here. The company was founded by H. A. Rouzer who came to Salisbury c. 1907 with the Frick Company (see entry #17). Rouzer was also one of the original incorporators of the Mint-Cola Company (#7). Today Rouzer Motor Parts is operated by his sons, Wade and Allen. (interview with Wade Rouzer, February 3, 1986).

17. Frick Building  
230 East Kerr Street  
c. 1905  
P

This rectangular one-story brick building features large arched window openings in the twin projecting gable fronts which bracket a recessed receiving bay. Deed research reveals that Jane Caroline Boyden purchased this lot, located on East Kerr Street at the railroad tracks, from William F. Fraley in May, 1888 for \$1,750. In June, 1905, Mrs. Boyden sold the property to Overman & Company, a firm incorporated in 1902 by A. H. Boyden, Edwin R. Overman and Lee S. Overman "to carry on a general wholesale and retail grocery business and to deal in buggies, hardware and machinery." The present building first appears on the 1907 Sanborn Map and its construction date can be fixed between 1902 and 1907. By 1907 the Frick Company, manufacturers of threshing machines, steam engines and saw mill parts and headquartered in Waynesboro, Pennsylvania, had opened a branch office in this building. A Frick Company ledger, located in the building's office, has a few entries for sales made in 1907, but most date from 1908. Apparently, the Overman and Frick companies shared the building for a time; the 1907 Sanborn Map records that Overman Company was located here and that an "agricultural implements" warehouse was located here also. It is not known exactly when the Frick Company took over the entire building for its operation, but Sanborn Maps indicate that a wholesale grocery business was located here until at least 1931. Frick Company closed its branch office here c. 1960, but manager, Dewey Walls purchased the business, retained the Frick name and continued marketing saw mill parts here. In 1969 Walls sold the business to his daughter and son-in-law, Mr. and Mrs. Edward Gupton. In 1981 the Frick Company went out of business and Gupton changed his business' name to Saw Mill and Machinery Service. Today the company continues to stock all of the machinery needed to operate a saw mill. Large painted signs for the Frick Company remain on the main elevation; they advertise the manufacture of parts for "farm implements, tractors and threshers, saw mills and engines." (Deed Book 70, p. 240 and Deed Book 104, p. 268; Record of Incorporations, January 22, 1902; SM; interview with Edward Gupton February 3, 1984).

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- 18. (former) Fisher-Thompson Hardware Company  
228 East Kerr Street  
1925  
C

This narrow, rectangular one-story, one-bay wide brick warehouse with stepped brick parapet was erected in 1925 by T. C. Fisher to store hardware, roofing and nails. The building was used by the Fisher-Thompson Hardware Company until 1981 when it was sold to Allen Rouzer (#16) who now used the building to store bulk oil and anti-freeze. This building lies a few yards west of the Frick Building (#17) and is presently connected to it by a covered passageway. (interview with Ellis Wood Fisher February 4, 1986; interview with Allen Rouzer February 3, 1986 SM).  
S

- 19. Boyden-Overman Company Cotton Warehouse  
NW side railroad tracks between Kerr and Cemetery streets  
c. 1910  
P

This plain one-story brick warehouses, which lies adjacent to the railroad tracks, was constructed between 1907 and 1913 by the Boyden and Overman Company for use as a warehouse for cotton storage. The company was a partnership between Colonel Archibald Henderson Boyden (1847-1929) and Edwin R. Overman (1858-1935). Built of brick laid in one-to-six American bond, the large rectangular building has a pair of arched openings on its trackside elevation with similar openings on the opposite (northwestern) end. The utilitarian building's only ornamentation is a slightly recessed flat panel with a faint "Boyden and Overman" painted sign. Originally, a smaller "oil storage" building was appended to the left (southwest) of the structure. This was replaced with a one-bay wide extension of the warehouse at an undetermined, but fairly recent date.

This is the second location of the Boyden-Overman Company Warehouse. The first warehouse (destroyed), constructed c. 1895, was located between Liberty and Kerr streets beside the tracks a short distance south of the present building. The September 17, 1895 edition of The Weekly World announced that the company was erecting a warehouse there, and that the 120' x 44' structure would "exceed in storage capacity any building in Salisbury and will hold 1,000 bales of cotton." (JR, SM, JSB, AH)



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- 20. Old Lutheran Cemetery  
500 block North Lee Street  
established, 1768  
NC

The Old Lutheran Cemetery, a grass-covered park enclosed by a low brick wall and shaded by large magnolia and deciduous trees, fills an entire city block adjacent to the railroad tracks and bounded by Lee, Cemetery and Franklin streets. The cemetery, established in 1768 by John Lewis Beard, is Salisbury's oldest public graveyard, site of the town's first established church, and site of North Carolina's first Lutheran church. The cemetery was first known as the "German Burial Ground," and later the "Lutheran Cemetery," and the "Salisbury Cemetery" before receiving its fourth and present name, "Old Lutheran Cemetery." The cemetery's approximately 300 gravestones are arranged diagonally so that the feet of those buried face east, as was the custom; many other graves are unmarked. The majority of the stone markers in the cemetery date from the nineteenth century and include monuments in the form of tables, tablets, urns and obelisks ornamented with typical funerary art, including weeping willows, roses, calla lilies, doves, etc. About three dozen of the markers bear the name of the person or firm who carved them. Local carvers included George Vogler, H. C. Malcolm, John H. Buis and John S. Hutchison. A number of stones were cut out-of-town: Charlotte firms represented include W. G. Berryhill, Berryhill and Johnston, R. H. Morris & Son, and Tiddy Co.; particularly fine stones were carved by Gaddis Bros. of Baltimore, by Boyne & Sprowl of Columbia, South Carolina, and by the Struthers Company of Philadelphia.

John Lewis Beard, one of Rowman County's and Salisbury's earliest settlers, was born in Germany, emigrated to Salisbury and was naturalized there in 1755. Soon thereafter his young daughter (whose name is unknown) died and Beard buried here on his property, Town Lot #67 in the East Square of Salisbury. So that her grave site would remain undisturbed, in 1768 Beard donated this lot to the trustees of the Lutheran Evangelical Congregation for the purpose of establishing a church and graveyard. A log church was erected there (site uncertain, but thought to have been situated slightly to the left of the center of the graveyard as one enters from the main entrance on Lee Street) and it remained the town's only church until 1825 when the Presbyterians built theirs. Beard stipulated that other congregations were free to use the church, and so it became a community church and burying ground for many of Rowan County's pioneer settlers. There are several graves of Revolutionary War soldiers, as well as those of the Union Civil War soldiers who died at the Confederate military prison in Salisbury.

In 1824 the cemetery was enlarged by the donation of lots #s 68, 75 and 76 (adjoining the original lot #67) by Beard's descendents, John Beard, Sr. and John Beard, Jr. In 1855, in its enthusiasm to attract the North Carolina Railroad, the city allowed the unused eastern corner of Lot #76, and a smaller portion of lot #68 to be cut off for railroad tracks. A wooden fence erected in 1823 and

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repaired in 1855, was replaced in 1872 by a brick enclosure. The brick wall was repaired in 1933 at which time an entrance gate was cut through the wall at the north end. In 1979, the collapsing wall was repaired by the City with matching bricks donated by Charles Taylor of Taylor Clay Products. (Eds. Martha W. Agner and Mary Jane Fowler, The Old Lutheran Cemetery, Salisbury, N.C., Since 1768 (Salisbury: The Historic Salisbury Foundation, Inc., 1980); McC, JSB, AH)

21. Thomas and Howard Company  
North side Lee Street at intersection with Franklin Street  
c. 1910  
P

This large, two-story, painted white brick building with stepped and triangular parapet, features a corbelled eave, corbelled string course brick pilasters marking the six-bay division, and some segmental-arch paired windows (majority of windows bricked in); the building was enlarged with a c. 1955 utilitarian one-story brick addition at the left (south) with sash and metal-trimmed casement windows, and a variety of c. 1960s shed and gable roof additions with loading docks at the side and rear. Paired segmental-arch loading bays on the main elevation have been altered with the arches bricked in, and the addition of modern garage doors. A railroad siding runs along the northeast side of the building and a loading dock extends nearly the full length of the building.

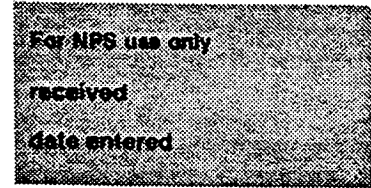
According to Sanborn Maps, this building was constructed between 1907 and 1913 for use as a farm machinery warehouse owned first by the Emerson-Brandingham Company and later by the Overman Farm Machinery Co. It continued in this use until about 1931 when the building was designated, "vacant." The Thomas and Howard Company, dealers in wholesale groceries, purchased the building from the Overman Company and located here about 1932; Thomas and Howard Company continues in business here today. (JSB, SM; interview with retired Thomas and Howard Manager, C. H. Wentz, February 6, 1986).

22. Storage Building/Gasoline Pump  
South side Lee Street at Franklin Street  
c. 1950?  
I

This small one-story, gable-roofed, one-bay deep, four-bay wide frame building sheathed with asbestos shingles, is owned by the Thomas and Howard Company and used occasionally for company meetings. A flat-roof open shed attached at the east shelters a gasoline pump used to fuel the company cars.

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23. Old Freight Depot

South side Lee Street, between Franklin Street and the northwest side of the railroad tracks

c. 1907

P

The Southern Railroad Company completed construction of this one-story, frame, weatherboard-clad freight depot by 1907, shortly before work was begun that same year on the Spanish Mission style passenger depot. This was one of two freight depots, and the only surviving one, erected by the company in conjunction with construction of the passenger depot. The functional eight-bay building, has a gable roof with wide overhangs supported by triangular brackets. These overhangs form pent roofs in the gable ends; a round, louvered ventilator is centered in each gable end. Loading docks extend the length of the north and south elevations. All but two of the loading bays are boarded over with plywood. The building functioned as a freight depot for many years; since about 1970 it has served as the retail "cash & carry" outlet for the nearby Thomas & Howard Company (#21). (SM; interview with C. H. Wentz February 6, 1986).

# 8. Significance

Period	Areas of Significance—Check and justify below				
prehistoric	archeology-prehistoric	community planning	landscape architecture	religion	
1400-1499	archeology-historic	conservation	law	science	
1500-1599	agriculture	economics	literature	sculpture	
1600-1699	<input checked="" type="checkbox"/> architecture	education	military	social	
1700-1799	art	engineering	music	humanitarian	
1800-1899	<input checked="" type="checkbox"/> commerce	exploration settlement	philosophy	theater	
<input checked="" type="checkbox"/> 1900-	communications	industry	politics government	<input checked="" type="checkbox"/> transportation	
		invention		other (specify)	

**Specific dates** c. 1905 - c. 1931 **Builder Architect** Milburn, Frank P; various & unknown

**Statement of Significance (in one paragraph)**

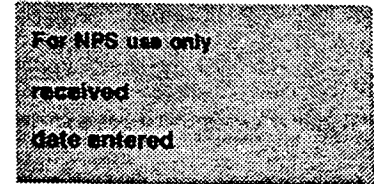
The Salisbury Railroad Corridor District is comprised of twenty-three architecturally and historically significant early twentieth century buildings and one site, a cemetery established in the mid-eighteenth century, all located along the railroad tracks at the center of town. Salisbury, located at the crossroads of two major eighteenth century roads through North Carolina, had long been a center of transportation when the railroad arrived in 1855. The railroad stimulated the town's economy and industry and was important in Salisbury's history well into the twentieth century. The district's structures, anchored by the impressive 1907 Spanish Mission style Southern Railroad Passenger Depot (NR, 1975) designed by prominent architect, Frank P. Milburn, and by the (former) Yadkin Hotel constructed in 1913 and now in residential use, were originally constructed for warehouse or commercial use and continue in those uses today. The structures are representative of the thriving commercial district which developed around the depot in the late nineteenth and early twentieth centuries. The largely intact buildings are associated with and a vivid reminder of a significant period of prosperity in Salisbury brought about by the railroad.

Criteria Assessment:

- A. Associated with a significant early twentieth century period of growth and prosperity in Salisbury brought about by the railroad. Associated also with a major period of commercial and warehouse construction stimulated by construction of the Salisbury Southern Railroad Passenger Station in 1907.
- C. The structures embody the distinctive characteristics of early twentieth century commercial and warehouse construction including the use of brick and stone as building materials, and such decorative elements as corbelling and quoining. The work of prominent Southern architect Frank P. Milburn (1868-1926) is represented in the design of the Spanish Mission style passenger station, constructed in 1907.

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Salisbury was founded in 1755 as the county seat of Rowan County. During the eighteenth and nineteenth centuries, Salisbury was the major center of trade and politics in western North Carolina. The town was strategically located at the crossroads of the east-west Great Trading Path (an ancient roadway running from present-day Petersburg, Virginia to the Indian settlements in South Carolina and Georgia) and the north-south Great Wagon Road (a heavily used trail from the Shenandoah Valley in Virginia to the piedmont of North Carolina).

Salisbury had long been a center of transportation when the railroad arrived in 1855. The coming of the railroad was instrumental in boosting the town's economy and stimulating industry. The far-reaching economic impact of the railroad was important in Salisbury's history throughout the second half of the nineteenth century and well into the twentieth century.

The decade of the 1850s was one of Salisbury's greatest periods of growth. Between 1850 and 1860 the total population of the town increased from 1,086 to 2,420 making it the fifth largest town in the state. . . . the most important factor contributing to this period of growth was the completion in January, 1855 to the Charlotte-to-Salisbury portion of the North Carolina Railroad.<sup>1</sup>

Local historian James Brawley observed that the railroad's arrival caused not only economic changes, but also physical changes in the development of the town, laid out originally in four squares centered by the courthouse.

Before the building of the railroad in 1855 most of Salisbury's inhabitants lived on the east and south sides of town. After the introduction of the steam locomotive. . .this changed. The prevailing winds from the southwest blew smoke and soot into the older part of town, and people began moving to the west and north squares. Prior to the building of the railroad the north and west square were known as the 'retired part of town.'<sup>2</sup>

Among the early industrial and manufacturing concerns which located to the east and south of the new tracks, was Nathaniel Boyden's agricultural and implement company (destroyed), located adjacent to the tracks on the east side of Kerr Street. The Confederate government leased the machine works; established an ordnance foundry in March, 1863, and stationed troops there to operate it.

By 1860 the Western North Carolina Railroad was completed from Salisbury to within thirteen miles of Morganton. This rail network was instrumental in making the "main line town" a Civil War supply center, the site of a major Confederate prison, and later a postbellum commercial center. "During the Civil War Salisbury became a Confederate stronghold. Its location along the main east-west railroad line and the western line to Morganton gave it an immediate significance as a staging center for troops on their way to recruiting centers or to the scenes of battle."<sup>3</sup> Other troops

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were brought to Salisbury's Wayside Hospital established in July, 1862 at the northwest corner of Lee and Council streets near the depot. This was "one of twelve such establishments set up in the state during the war designed to care for sick and wounded returning from battlefields around Richmond."<sup>4</sup> During the war, Salisbury was notorious as the site of an overcrowded military prison established in November, 1861 at an abandoned cotton factory. Many Federal troops imprisoned here died from a lack of food and medical care. When Federal forces, under General George H. Stoneman occupied the town on April 12-13, 1865, the prison along with the Confederate foundry and machine shops, extensive depots and sheds of the Central and Western rail line were burned. By the summer of 1865 the rail facilities were "being temporarily fixed up to answer the immediate purposes of the company."<sup>5</sup>

Like many Piedmont North Carolina towns, Salisbury's tobacco and railroad-related industries led the way to economic recovery in the post-Reconstruction era years of the late 1870s and 1880s. By 1870 the Western North Carolina Railroad had established its shops in Salisbury and had become the town's largest single employer.<sup>6</sup> During the 1880s two tobacco factories were erected, as well as a large tobacco warehouse.<sup>7</sup> The 1885 Sanborn Map indicates that several warehouses, including Kluttz's Tobacco Warehouse, were located on Kerr Street near the present Frick Building (#17). The local tobacco industry, faced with overwhelming competition from cigarette factories in Durham and Forsyth counties, did not survive into the twentieth century.

On the present Council Street site of the Saleeby Building (#8), stood the Merony Brothers Agricultural Works, a frame complex that included a corn mill, planing mill, machine and wood shop, foundry, and lumber warehouse. Unidentified small frame buildings and a small "storage building" were located on the present site of Salisbury Tire and Auto (#s 3-6), also on Council Street. The antebellum passenger depot stood slightly south of the present depot and the Mt. Vernon Hotel complex (destroyed) was located nearby at the northwest corner of Council Street and the present Depot Street (Depot Street did not exist then).

Another important local industry during the 1880s and 1890s was the distillation and sale of whiskey and other spirits. Brawley wrote that during the 1880s "wet and wicked" Salisbury had six saloons, six distilleries and two wholesale whiskey warehouses.<sup>8</sup> The 1890 Sanborn Map indicates that a large distillery and grain warehouse were located southeast of the railroad tracks near Council Street, the present site of the R. B. Miller Building (#s 10 and 11).

Around the turn of the century cotton supplanted tobacco as one of the county's major cash crops and several cotton storage and shipping warehouses were constructed next to the rail lines in Salisbury. The September 17, 1895 edition of the Weekly World, a local newspaper, reported that "The cotton warehouse of Boyden and Overman will exceed in storage capacity any building in Salisbury. . . will hold 1,000 bales of cotton." According to the 1896 Sanborn Map, this 120' x 44' structure (destroyed)

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was located on the northwest side of the railroad tracks between Liberty and Kerr streets, the present location of Rouzer Motor Parts (#16). The Boyden and Overman Company erected a second warehouse (#19) between 1907 and 1913 one block north of their original warehouse. This large brick warehouse has a pair of arched openings on its trackside elevation, with similar openings on the opposite end. The austere building's only ornamentation is a recessed panel near the eave of the flat roof with a faint, painted sign for "Boyden and Overman." The 1896 Sanborn Map also indicates another large (unidentified) cotton warehouse was located across the tracks from the depot. In addition to cotton storage facilities, the 1896 North Carolina Business Directory reveals that three cotton mills, capitalized at a total of \$425,000 and a knitting mill capitalized at \$20,000 were located in town.<sup>9</sup>

The growing commerce brought about by the railroads was the most important factor contributing to Salisbury's economic surge during the late nineteenth and early twentieth centuries. The main north-south railline (from Greensboro to Charlotte) passed through Salisbury. Another line extended westward from Salisbury through Asheville to the Tennessee line.<sup>10</sup>

During the first decade of the twentieth century, Salisbury's population increased from 6,277 in 1900, to 7,153 in 1910. A 1915 annexation enabled the city to almost double its population between 1910 and 1920 to 13,844, making it the ninth largest city in North Carolina--the last census year in which Salisbury appeared as one of the state's ten largest cities. By the early years of the century, the town was being characterized as a "fine railroad center."<sup>11</sup> "No city," declared the Salisbury Evening Post in August, 1905, is "is better located for traffic."

Twenty-two passenger trains pass by, arrive and depart from the city daily. An exclusive postal train also brings mail from New York City within fifteen hours from the time that the racer from the North leaves the metropolis. The Southern's passenger service is good, its patronage enormous. Within five years the revenues have been doubled and July past was the greatest record-maker within the history of the Salisbury station. There is no way to calculate its extensiveness. The wholesale and retail merchantry never was so large, and these dealers keep the station crowded with their wares.<sup>12</sup>

This "enormous patronage" necessitated the construction of a new passenger terminal to replace the deteriorated antebellum depot, and the construction of new freight depots. The Southern Railroad Company commissioned prominent and prolific architect, Frank Pierce Milburn to design the new passenger depot and express office. The contract was let in March, 1907 and construction commenced the next month, carried out by Central Carolina Construction Company of Greensboro. The new depot was located slightly northwest of the old one.

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The impressive and intact Spanish Mission style Salisbury Southern Railway Passenger Depot (NR, #12) is a pivotal structure in the district. Milburn's contribution to North Carolina architecture is documented in an article by Lawrence Wodehouse, "Frank Pierce Milburn (1868-1926), A Major Southern Architect" in The North Carolina Historical Review 50 (Summer 1973), 289-303. Milburn was educated in Kentucky and Arkansas, and studied architecture in Louisville from 1885-1889. He designed 250 major structures, in addition to residential architecture, during his thirty-five year career. Among his early commissions were designs for courthouses in Clay County, Kentucky, and Forsyth County, North Carolina. In 1896 he designed the first steel frame building in North Carolina--the Mecklenburg County Courthouse.

Milburn practiced for a time in Columbia, South Carolina, and then moved to Washington, D.C., in 1902, where he became architect for Southern Railway Company. He designed nineteen railroad stations (among them the Salisbury Depot) during the next fifteen years. In addition, he was responsible for highrise buildings in Washington and courthouses, university halls, and alterations to state capitols throughout the South. In terms of style, Milburn's work paralleled the eclecticism of the New York Beaux Arts stylists and, in a few of his buildings, he captured the spirit of Richardson, Sullivan, and Wright.

Milburn had a major impact on Salisbury during the early twentieth century, designing four of the more impressive buildings of the era. In addition to the depot, these are the Rowan County Courthouse, the Grubb-Wallace Building, and the Empire Hotel. All of these still stand in the Salisbury Historic District (NR).<sup>13</sup>



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Salisbury Railroad Corridor District

Salisbury's new station was completed and opened to the public September 1, 1908. The Charlotte Daily Observer's Salisbury bureau chief approved of the grand new depot and wrote in the August 31, 1908 edition:

After years of rather impatient waiting the city's needs have at last been recognized by the Southern's officials, and, as if to make up for their tardiness, they have spent lavishly to give the city a passenger depot to be proud of, putting over \$120,000 into it.<sup>14</sup>

The passenger station had a ticket office, separate waiting rooms for white and black travellers, restrooms and parlors, a mail room, telegraph office, and conductor's room. The freight was handled by a Southern Express Company freight office, also designed by Milburn, which stood just north of the new passenger station. The express office was razed in 1971, but the passenger station is virtually unchanged, if somewhat dilapidated. Southern Railway Company constructed a second freight depot (#23) which survives virtually intact. Located at the northern edge of the district, the one-story frame weatherboard-clad depot was constructed in 1907. The designer of this depot is unknown. Since c. 1970 this functional eight-bay long structure has served as the retail "cash & carry" outlet for the nearby Thomas and Howard Company, wholesale grocers (#21).

The anticipation and then the actuality of the new depots set off a frenzy of construction activity in the surrounding area. Between 1905 and 1913, one hotel and eight warehouses or wholesale business buildings were constructed, and by 1931, four others had been erected. The pivotal and contributing structures of the Salisbury Railroad Corridor Historic District which remain intact and largely unaltered today, are directly associated with and a vivid reminder of a significant period of prosperity in Salisbury brought about the railroad.

The passenger depot and the five-story brick, stone, and steel Yadkin Hotel (#13) are impressive co-anchors of the Corridor District. The hotel was designed by the prominent Charlotte architectural firm of Wheeler & Sterne and constructed by D. M.

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Tucker Company; it was also skillfully expanded in 1922 by the leading local contractor, A. R. Lazenby. The Yadkin Hotel was the last in a long line of distinguished in-town hostelryes. A crossroads town, Salisbury was noted for over 200 years for its hospitality to the travelling public. The dominant facility in the eighteenth century was the 1766 Rowan House; for most of the nineteenth century, it was the 1832 Mansion House; and for most of the twentieth, the Yadkin Hotel. When it was completed in 1913, the Yadkin was among the finest hotels in the Carolinas. "It was a center of local pride and for half a century the city's social and cultural elements sought out the Yadkin Hotel for social, civic, political, fraternal, and various other types of meetings and conventions."<sup>15</sup> The hotel managed to stay afloat during the Depression years, enjoyed renewed prosperity during the World War II years, and then declined as the public's preference for automobile travel and motel accommodations grew. Rail travel suffered also, and both the passenger station and the Yadkin were closed in the early 1970s. The Yadkin gained a new life when it was adaptively rehabilitated in 1980-1981 as housing for the elderly.

A number of warehouses and wholesale produce and meat dealers located in buildings near the railroad tracks. These include the 1908 Saleeby Building (#8) at 310 East Council Street, a large one and two-story brick building which housed a variety of meat and produce dealers. According to the 1913 and 1924 Sanborn Maps, the buiding housed the Saleeby Distributing Company, wholesale produce dealers, as well as the Peeler Grain Provision Company, Swift and Company Meats, Owen Wholesale Produce Company, and the Coca-Cola Bottling Company which was later replaced by "machinery storage." Other food manufacturers and distributors were located in the group of four attached buildings constructed in 1922 and 1931 and located across the street at 303-315 East Council Street (#3-6). These included the Chapin-Sacks Corporation, which manufactured "The Velvet Kind of Ice Cream", unidentified "wholesale meat packers"; and the Peeler Company, wholesale grocers. The Thomas and Howard Company, wholesale grocers, opened a branch office in Salisbury c. 1932 and are still located today in a large, two-story brick building (#21) constricted c. 1910 by the Emerson-Brandingham Compoany as a farm machinery warehouse. The Overman Farm Machinery Company was also located here for a time prior to the Thomas and Howard Company. Located across the tracks from the passenger depot, the R. B. Miller Company (#s 10 and 11), wholesale fruit and vegetable dealers, was established in the early 1930s. The building was constructed c. 1907 and first used to manufacture Mint-Cola syrup before that company constructed the Cheerwine Building a short distance south at 322 East Council Street (#7).

The Cheerwine/Carolina Beverage Corporation Building is one of the most architecturally distinguished of the district's commercial buildings; it features a two-part arrangement accented by stone-coped triangular false parapets. The yellow brick main elevation is further ornamented by granite quoins and a molded stone cornice. The building was constructed in 1913-1914 by Leo Wallace who leased it to the Mint-Cola Company, a soft drink manufacturer. Renamed "Cheerwine", the popular beverage achieved a wide market in the southeast. The bottling plant is now located in a larger facility in Salisbury and the Council Street building is used for storage and as a paint shop for the company trucks.

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Three of the district's buildings were originally constructed as warehouses and continue in that use today. The one-story brick structure (#2) with a curved elevation accommodating the adjacent curved railroad siding, located at the rear of 303-315 East Council, was constructed c. 1925 and originally used as a warehouse for "banana sales"; it was later used for lime/cement storage. The Fisher-Thompson Hardware Company (#18), a narrow, one-story brick warehouse with stepped brick parapet, was erected in 1925 by T. C. Fisher and used to store hardware, roofing and nails. In 1981 it was purchased by Rouzer Motor Parts (#16) to store bulk oil and anti-freeze. The Boyden-Overman Company Cotton Warehouse (#19) was constructed c. 1910 on the northwest side of the tracks between Kerr and Cemetery streets. This plain one-story brick warehouse was the second cotton warehouse constructed by Archibald Henderson Boyden and Edwin R. Overman. The first frame warehouse was built about 1895 and located one block south. Both Boyden and Overman were members of old, well-established Salisbury families which boasted several prominent attorneys, politicians and merchants among their members. Archibald Henderson Boyden was the grandson of Archibald Henderson (1768-1822), a noted lawyer, member of the North Carolina General Assembly and Congressional representative from 1799 to 1830; he was the son of Nathaniel Boyden, foundry owner, lawyer, North Carolina Supreme Court Judge, member of the General Assembly, and Congressional representative. In addition to being successful cotton broker and wholesale grocer (see #17), Archibald Henderson Boyden was the Director of Salisbury's Chamber of Commerce and served as the city's Mayor from 1900-1908. Edwin R. Overman, a member of one of the State's oldest families, was a descendent of Major James Smith, Justice over the Court of Pleas and Quarter Sessions under George III, Revolutionary War hero, member of the Halifax Provincial Congress, and a member of Congress in 1777. Overman's father William moved to Salisbury in 1835 and had mercantile, manufacturing and agricultural interests. Edwin Overman's brother, Lee Slater Overman (1854-1930) was a lawyer and a powerful and influential five-term United States Senator (1900-1930).<sup>16</sup>

The Frick Building, 230 East Kerr Street (#17), predates the passenger station by a couple of years. This one-story building with twin projecting gable fronts flanking a recessed receiving bay was built c. 1905 by Overman & Company, wholesale and retail grocers and dealers in "buggies, hardware and machinery."<sup>17</sup> About 1907 the Frick Company, a Pennsylvania firm which manufactured threshing machines, steam engines and saw mill parts opened a branch office in this building. Frick Company closed the branch office c. 1960, but manager Dewey Walls purchased the business, retained the Frick name, and continued marketing saw mill parts here. In 1981 the Frick Company went out of business and the current owner Ed Gupton, Walls' son-in-law, changed the business' name to Saw Mill and Machinery Service; this saw mill parts distributorship continues in operation there today. (It is interesting to note that the 1949 Rouzer Motor Parts Building (#16) was constructed by H. A. Rouzer who came to Salisbury c. 1907 with the Frick Company. Rouzer was also one of the original incorporators of the Mint-Cola Company. Today Rouzer Motor Parts is operated by his sons, Wade and Allen.

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The park-like Old Lutheran Cemetery (#20) stands in marked contrast to the railroad-related commercial and manufacturing enterprises which surround it. In her volume of reminiscences entitled This Was Home, local historian Hope Summerell Chamberlain wrote of the cemetery as it appeared in the 1880s:

Where there were Germans there were Lutherans. The first church ever built in Salisbury, only twelve years or so after the town was named, was Lutheran. It was no longer standing when I knew 'The Old Lutheran Graveyard' as a lovely place in a dreary part of town. This had a high brick wall, shutting out the cindery disorder of the railroad yards outside, but within, all was mossy marbles, brick-laid paths, trees, grace and peacefulness.<sup>18</sup>

Although the cemetery is very significant in Salisbury's history as the site of the town's first church and public burying ground (both 1768), and in North Carolina as the site of the state's first Lutheran Church, it cannot be considered as contributing to the history of Railroad Corridor Historic District. For the purposes of this nomination, the Old Lutheran Cemetery is considered a non-contributing element.

At present there is an active and sustained interest in historic preservation in Salisbury. Of particular significance are the effective work of the Historic Salisbury Foundation, the development of a local historic zoning ordinance and the appointment of a Historic District Commission in 1975, one of the state's first such commissions. In addition to a number of properties individually listed in the National Register of Historic Places, six historic districts are listed, representing a wealth of historically and architecturally significant residential, commercial, industrial and public architecture. The nomination of the Salisbury Railroad Corridor Historic District, the city's seventh district, was sponsored by the Historic District Commission and funded by the City of Salisbury. National Register recognition of the Corridor District will serve as an economic development tool in the revitalization of Southern Railroad Passenger Station and the significant, related surrounding warehouses and commercial structures.

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FOOTNOTES

<sup>1</sup>Robert Topkins and Mary Alice Dixon Hinson, "National Register Nomination for the Salisbury Historic District," Salisbury, Rowan County. Entered in the National Register of Historic Places November 12, 1975. Hereinafter cited as "NR, Salisbury District."

<sup>2</sup>James S. Brawley, Rowan County: A Brief History (Raleigh: North Carolina Department of Cultural Resources, Division of Archives and History, 1974), p. 64.

<sup>3</sup>NR, Salisbury District.

<sup>4</sup>Brawley, p. 104.

<sup>5</sup>Salisbury Daily Union Banner, July 18, 1865.

<sup>6</sup>NR, Salisbury District.

<sup>7</sup>Brawley, p. 106.

<sup>8</sup>Brawley, p. 117.

<sup>9</sup>NR, Salisbury District.

<sup>10</sup>NR, Salisbury District.

<sup>11</sup>Robert Tompkins and Mary Alice Dixon Hinson, "National Register Nomination for the Salisbury Southern Railroad Passenger Depot" Salisbury, Rowan County. Entered in the National Register of Historic Places June, 1975. Hereinafter cited as NR, Depot.

<sup>12</sup>"Railway Facilities," Salisbury Evening Post, August, 1905.

<sup>13</sup>NR, Depot. In addition to the Southern Railway Passenger Depot, Milburn designed three other significant buildings in Salisbury. They are the Rowan County Courthouse, the Grubb-Wallace Building, and the (former) Empire Hotel; these buildings are located in the Salisbury Historic District.

<sup>14</sup>"Salisbury's New Station," Charlotte Daily Observer, August 31, 1908.

<sup>15</sup>Jerry Cross, abstract of historical significance essay for National Register Nomination for the Yadkin Hotel, August, 1981 (nomination not submitted). Located in files of Survey and Planning Branch, Division of Archives and History, Raleigh.

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<sup>16</sup>Brawley, p. 331-333; Jethro Rumble, A History of Rowan County (Salisbury: J. J. Bruner, 1881), pp. 214-218.

<sup>17</sup>Record of Incorporation, January 22, 1902, Rowan County Courthouse.

<sup>18</sup>Hope Summerall Chamberlain, This Was Home (Chapel Hill: The University of North Carolina Press, 1938), p. 5.

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# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

### 1. Name of Property

historic name Bernhardt House

other names/site number Bernhardt, Paul Mathias, House

### 2. Location

street & number 305 East Innes Street

n/a  not for publication

city or town Salisbury

n/a  vicinity

state North Carolina

code NC

county Rowan

code 159

zip code 28144

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

William S. Price  
Signature of certifying official/Title

SHPO

5-5-92  
Date

State of Federal agency and bureau \_\_\_\_\_

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

Signature of certifying official/Title \_\_\_\_\_

Date \_\_\_\_\_

State or Federal agency and bureau \_\_\_\_\_

### 4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register.  
 See continuation sheet.

determined eligible for the National Register.  
 See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other. (explain:)

Signature of the Keeper \_\_\_\_\_

Date of Action \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Bernhardt House  
Name of Property

Rowan County, NC  
County and State

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

**Category of Property**  
(Check only one box)

- building(s)
- district
- site
- structure
- object

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	1	buildings
		sites
		structures
		objects
1	1	Total

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

**Number of contributing resources previously listed in the National Register**

0

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

Domestic/single dwelling  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**  
(Enter categories from instructions)

Vacant/Not in Use  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

Italian Villa  
Italianate  
\_\_\_\_\_

**Materials**  
(Enter categories from instructions)

foundation Brick  
walls Weatherboard  
\_\_\_\_\_  
roof Asphalt  
other Wood  
\_\_\_\_\_

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)



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## Architectural Description

The Bernhardt House, built in 1882 and remodeled to its present appearance by 1902, is a handsome two-story late-Victorian house reflecting the two successive phases of the Italianate style. Its arch-headed windows with heavy projecting hoods, the entrance way, and its existing L-shaped porch are original to the 1882 period and reflect the somewhat heavier appearance of the Italian Villa style that was succeeded near the end of the nineteenth century by an airy, lighter mode, seen here in the bracketed eaves and gables.

Facing northeast and fronting on East Innes Street, it occupies its original site and a lot of the exact-same dimensions as those cited in the deed of 1882 by which Mary Jane Leak Bernhardt acquired the property.<sup>1</sup> The grassy lawn on which the house sits is enclosed by a poured concrete retaining wall across the Innes Street (northeast) front that is broken by an inset flight of steps that descends from the sidewalk to the paved walk onto the front porch. The driveway ramp, retained by rock masonry, likewise descends from street level down to the yard; it is positioned to the northwest of the walk and parallel to the northwest property line. While the front yard has historically been small--and would be even with the additional but now lost two additional feet--its sunken appearance has become increasingly acute as the level of the street has been raised in successive efforts whereby the iron and cement bridges replaced the earlier wood bridge. The position of the driveway ramp contributes to this sunken, tight appearance of the front yard. The lawn extends up to the northwest side property/lot line where the grade drops down to the railroad bed which is sunken some twenty feet below the grade of the side yard. Near the southwest end of this trackside boundary there is a large old Magnolia grandiflora that appears to date to the turn of the century, at least. It and a small clump of Yucca filamentosa at the front northwest corner of the house are the only living remnants of the domestic landscape. A woven-metal "Cyclone" fence completely without gate or break carries along the southeast and southwest property lines that are common with the adjoining commercial property.

The house occupied by the Bernhardt family from 1882 until 1947 is a center-hall/double-pile plan dwelling with the right (northwest) tier of rooms set forward to create an asymmetrical plan and exterior appearance. There are two brick interior chimneys, with banded tops, positioned in generally symmetrical positions in the common walls of the paired rooms on either side of the hall. They each contain four flues. By 1902 the old kitchen, connected to the house by a breezeway-passage, was replaced by a new kitchen in a one-story/one-room addition made behind the dining room in the southeast tier of rooms. (It is also possible that this back--and third--room on the southeast side was original to the house and comprised a one-room/one-story ell. If that is correct, then it was simply fitted up with running water as the kitchen when the old semi-detached kitchen was taken down.) It appears that the first-story bathroom was then located in a room directly behind the extended center hall and separated from it by a partly open passage or porch. The second story bathroom was located off the landing and incorporated into the main body of the house.

When the house was sold in 1948 and converted to four rental apartments, an addition, containing principally a kitchen, dining room, bathroom, and passage, was made behind

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the northwest tier of rooms. This addition filled in the space here, pendant to the space occupied by the earlier kitchen ell, and its walls were made flush with the house's existing northwest and southwest elevations. This rear tier of kitchens and bathrooms was raised simultaneously to two stories to provide like kitchens, bathrooms, and closets for the pair of second story apartments above the two on the first story.

With the additions of 1948, the two-story weatherboarded frame house, built on brick piers with later running bond infill and covered with an asphalt shingle gable roof, achieved a generally rectangular exterior plan that survives to the present. The only significant variation occurs on the northeast front elevation where the projecting gable-front block is, itself, preceded by a one-story bay window. Originally, the form of this bay was concealed behind the expansive one-story porch--a continuation of the present L-shaped porch--that wrapped across the front of this gable and then carried down the entire northwest trackside location. When the cement bridge was put in and the present driveway ramp installed, those two sections of the porch were taken down. The gable front form of the northwest tier of rooms has a bay window on the first story, paired four-over-four sash windows in a molded surround on the second story, and a louvered vent in the pent gable at the top of the elevation. The bay window has paired four-over-four sash windows on its street face and single one-over-one sash windows in its shallow sides. All have arched heads and are set above molded paneled aprons. They retain pintles for now-lost blinds. The outside front corners are protected by inset turned spindles; a third spindle is engaged between the two front windows. The weatherboarded elevations of the bay window taper slightly inward toward the top where a wide frieze board is mounted with single late-Italianate brackets with pendants, presumably reused from the demolished porch. The pattern of four-over-four sash windows, established in the bay window, occur throughout the house as does the two-part molded surrounds. This formula appears in the paired windows above the bay where the molded surround forms the base of the projecting hood engaging the paired windows within a single frame that also breaks upward in the center. Cornerposts at the corners of the gable face rise to shallow capitals that support the frieze board; it is continuous around the 1902 block of the house and is sheathed with tongue and groove ceiling. The paired brackets, set at the outside corners and center of the elevation, rise to flush sheathed soffits. The face of the pent gable at the top of this elevation is sheathed with tongue and groove ceiling applied in a vertical fashion. A tongue and groove frieze band carries along the rise of the roof to the apex of the gable and serves as the base for the three pairs of brackets that ornament its eaves. In the center of the gable is an attic vent fitted with louvers within an arch-headed frame that is also protected by a shallow projecting hood.

The front, northeast face of the main block has a two-bay division at both levels and is also surmounted by a centered, ornamental gable whose finish is the same as that on the front ell. At the second story level there are no openings on the northwest face of the projecting ell. The L-shaped porch has a flush shed end facing the street clearly indicating the alteration to its earlier appearance; its

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opposite end stops short of the east front corner of the elevation. The porch is supported by chamfered columns--minus their original railing--that rise to molded impost bands. The impost bands are topped by a simple molded capital and serve as the bases for the paired brackets that support the molded frieze band carrying under the eaves. The eaves are ornamented with projecting bosses; the spaces between them are chamfered. The finish and woodwork of this porch is clearly original to the 1882 house. The floor of the porch is wood and there is a shallow baseboard carrying around the bottom of the beaded flush-sheathed elevations under the porch. There are two single floor-length windows on the porch in the northwest and southeast walls that illuminate the living room and parlor, respectively. They are fitted with tall four-over-four sash.

The front entrance is likewise original to the 1882 period. It features a two-part molded surround that splays in curvilinear fashion at the base and rises upward to splay out again in a stepped curvilinear fashion to serve as the base for the projecting hood. The deep-set reveal of the opening is fitted with molded panels. The original Eastlake style front door has molded horizontal panels in the lower half and an arch-headed upper half fitted with a perimeter band of glazing enclosing a large single pane. The sides of the opening are flanked by applied turned spindles while the band across the top of the opening has incised decoration.

On the southeast side elevation of the house, the three-bay arrangement of single four-over-four sash windows on each story suggests the triple-pile arrangement of rooms inside. The front tier of rooms projects forward (southeast) about a foot to set it apart and give it the appearance of a shallow projecting bay that is likewise topped by an ornamental pent gable. The ceiling/floor line of the two levels is marked by an inset molded sill band. This band turns the corner of the projection and continues in a southwesterly direction across the face of the remainder of the southeast elevation. This rear two-thirds of the elevation has flush weatherboards on the first level suggesting that the rear, third room was an early/original one-story unit; however, there is the remnant cornerboard in the center of the second story marking the point at which the apartment addition was made. All five windows of the original portion have four-over-four arch-headed sash in molded surrounds with projecting hoods. There is a flat-headed opening, also holding four-over-four sash, in the southwest (left) second story bay.

The northwest, trackside, elevation is divided vertically by the cornerboard that originally marked the west corner of the house. It was left intact when the two-bay addition was made to the existing two-bay, original elevation of the Bernhardt House. The windows in the main block and the first story of the addition follow the original form while the two windows on the second level of the addition have flat heads but the prescribed four-over-four sash. In the near-center of the first story elevation of the original house there is a small window holding paired six-pane casements set in a plain board surround. It illuminated a small bathroom fitted into the old closet on the northwest side of the chimney.

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The southwest, rear elevation has an asymmetrical arrangement of windows and doors on the first story and a symmetrical arrangement of four windows on the second level. The first-story elevation reflects some refiguring of the door and window openings that occurred when repairs were made to water-damaged interiors in the rear (apartment) tier of rooms. During this phase of work the bathroom for the east first-story apartment--set in the southwest end of the first story hall--was completely removed. Now there is a pair of glazed doors in the near center of the first-story elevation that opens into the southwest end of the newly-restored center hall of the house. The outer bays of the first story elevation hold four-over-four window sash in arch-headed surrounds with projecting hoods that were reused here. Between the hall doors and the window to the left (northwest) there is a 1948 door opening into the kitchen of the west apartment and a small six-over-six sash window illuminating the bathroom of that apartment: both are set in plain board surrounds. A second 1948 door opening onto a staircase that rose to the second story, on this side of the hall doors, was weatherboarded over as was a 1948 door opening on the right (southeast) side of the hall that opened into the kitchen of the east first-story apartment. At present there is a shallow, low wood deck on brick piers carrying across most of the rear first-story elevation that was added by the Foundation. It has two flights of mostly granite two-tread steps on the southwest side and one flight of two-tread granite steps on the southeast end; these appear to be reused from the earlier configuration of steps onto the rear service porch.

On the second story there are single flat-headed window openings above the principal first-story bays; these are fitted with four-over-four sash. Paired in the upper center of the elevation are smaller window openings holding three-over-one sash. These two windows illuminate the two bathrooms of the second-story apartments. The rear tier of rooms has a low hip roof. Barely visible behind them are the paired weatherboarded gable ends, each with its louvered vent, which had earlier topped the original rear elevation of the Bernhardt House.

The Bernhardt House, built on a center, stair hall plan, retains its remarkably intact late-Victorian interior decoration including a consistent pattern of floor, wall, and ceiling finishes, the molded door and window surrounds and its full complement of eight mantels, and a handsome stair hall that is embellished with a sheathed wainscot and a ceiling screen. The staircase survived the conversion to apartments in 1948, but it received some rot--principally on the mid-story landing--from water leakage in the late-1980s; that was repaired in 1990-1991.

When the double-pile plan house was expanded in 1948 with a tier of rooms on the rear, the only truly significant change to the interior of the original house occurred on the first story. Here, three of the four tall doorways with multi-pane transoms, connecting the four principal rooms with the hall, were cut down; replacement doors with simple molded surrounds were installed and the transoms discarded. Only the doorway from the hall into the dining room retains its tall molded surround, the molded-panel Italianate door, and its twelve-pane transom. Because the tiers of

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rooms on either side of the hall were converted to four individual apartments, the closets on the northwest sides of the chimneys were often lost and became inter-apartment passages when new doorways were cut in the blind walls.

Another general aspect of the interior bears note. While all eight of the original rooms are fitted with mantels and fireplaces, only the parlor and living room had wood-burning fireboxes; the "fireplaces" of the other six rooms were fitted with ceramic flues inset in plaster (or stuccoed masonry) in the fireboxes. Small coal-burning "Franklin stoves" stood in each of the other six rooms. At present it is thought that this system of stove flues is original to the 1882 house.

The stairhall features the most elaborate finish of any room in the house. The center, stair hall of the house extends its full width for the depth of the double-pile main block and then narrows down on the northwest side where it continues between the rear tier of rooms to the paired back doors. The front, original part of the hall is sheathed with a beaded, vertical wainscot set between a high molded baseboard and a molded chair rail. The walls here are plaster as they are throughout the house and the ceiling is sheathed with tongue and groove ceiling. The original pine floors, comprising boards of approximately five-to-six-inches in width, remain in the front half of the hall. The original flooring in the back half of the hall had to be replaced because of rot from water damage. The stair is set in this back part of the original hall along the northwest wall. It rises to the southwest to an intermediate landing and then turns and rises to the northeast along the hall's southeast wall and up to the second story. The stair has molded square-in-plan newel posts and a railing of turned members carried by a molded and shaped handrail. The wainscot rises up the northwest and southeast walls with the two flights of the stair. A like arrangement of wainscot paneling encloses a closet under the stair which is fitted with a four-panel door on its southwest end.

There is a spindle-work screen mounted on the ceiling directly above the newel post that serves to visually separate the front--entrance/reception--part of the hall from the rear half. The screen has a spindle frieze carrying at the top and bottom. The lower frieze of spindles arches in the pendant space above the stair treads to demarcate the rise of the stair. In the panel above it and in the three symmetrically arranged panels to the southeast--above the hall floor--there are variously shaped circular devices held in place by spindles.

The doors into the four first-story rooms occur in asymmetrical positions along the northwest and southeast sides of the hall. As noted above, the original surrounds have been replaced for the doors opening in the living room and bedroom on the northwest side and into the parlor on the southeast. The door into the dining room--set behind the parlor on the southeast side--retains its two-part surround with multiple Victorian moldings on the backband; it holds a raised four-panel Italianate door between the twelve-pane transom.

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In the twentieth century the parlor was the front room on the left (southeast) side of the hall. Its finish includes the five-to-six-inch pine floors, plaster walls, and a ceiling sheathed with tongue and groove. The elevations rise from a high molded baseboard to a simple wood cornice. This pattern appears throughout the house. The fireplace is positioned slightly off-center on a projecting chimney breast in the southwest wall. It is a typical Italianate mantel of the 1870s-1880s and features molded pilasters rising to a wide frieze. The bottom of the frieze is sawn in the shape of a Tudor arch and enframes the fire opening which was (in 1948?) fitted with a flue and infilled with yellow wire-cut brick. The hearth is either stone or poured cement. In the center of the room's northeast elevation there is a long floor-length window under the porch; on the southeast wall there is a shorter window that rests on a paneled apron partially inset in the baseboard. These retain their original surrounds as do all of the house's original windows; they are two-part with a richly molded backband. While the door into the hall is a modern replacement, the original door into the dining room, positioned to the right (northwest) of the fireplace, has a four-panel arrangement and is set in a surround like those of the windows. There is no evidence of a ceiling light fixture in either the parlor or the dining room.

The dining room has a mantel that, ironically, is more impressive than the one in the parlor. It is Italianate in style and has raised panels on the faces of the pilasters and the frieze. A thick band of moldings carries across the top of the frieze and supports a shallow shelf with clipped corners. The molding band breaks forward in the center, above an inset arch in the base of the frieze, that is likewise centered above the flue opening here. An original four-panel door opens into a closet fitted into the space to the right (southeast) of the chimneybreast. Directly opposite the door is a coat rack retaining its original hardware; shelves are fitted to either side of the door. The window in the center of the southeast wall is fitted with a paneled apron partially inset into the baseboard. The present doorway connecting the dining room with the kitchen dates to the 1948 period and features a glazed and paneled door in a plain board surround. (It is possible that this was the original location of a doorway and that the present door is smaller in width and height.) The third room on the southeast side of the hall--used in the twentieth century by the Bernhards as a kitchen--has windows on both the southeast and southwest sides fitted with paneled aprons like those in the parlor and dining room; this suggests that, originally, this room was used for a higher purpose than food preparation, but its original function is not known. The door surround on the northwest wall into the hall is original; however, the door, itself, is a modern replacement. There is also a once-exterior doorway, dating to 1948, at the west edge of the southwest wall that has been covered over on the exterior. The wall-hung porcelain sink on the northwest hall appears to date to 1948.

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In the twentieth century the front room on the right (northwest) side of the hall was used as a living room. (It and the room behind it--used in the twentieth century as a bedroom--are the largest rooms in the house and it seems likely that originally these rooms were the parlor and dining room, respectively, and that the smaller rooms on the southeast side of the hall might have been bedrooms.) The room has windows on three sides; there is a floor length window beside the door into the hall on the southeast wall, a window with paneled apron on the northwest wall, and the bay window on the northeast wall. An arched opening in the wall frames the bay window which was later fitted with a window seat with hinged tops. The original mantel in this room was replaced by the present, conventional Colonial Revival mantel with Corinthian columns and a mirrored overmantel in the early years of this century. It has a cranberry tile hearth and surround enfaming the coal grate which was fitted (in 1948?) with a flue and infilled with blond wire-cut brick. The projecting chimney breast has chamfered front corners. To the right (northwest) of the fireplace is a four-panel door that opens into a shallow passage. This passage, illuminated by the casement window on the house's northwest elevation, was fitted up in the early-twentieth century as a half-bathroom.

The room behind the living room, used in the early twentieth century as a bedroom, has an original mantel similar in design to the one in the dining room. Here the frieze has paired raised panels flanking a central keystone motive that is also comprised of raised panels. Moldings at the top of the frieze support a shelf with rounded corners. The mantel is set in the near center of the northeast wall and symmetrically flanked by original doorways. The one on the left (northwest) opens into the aforementioned passage that connects with the living room. The one on the right (southeast) opens into a closet that is fitted with a clothes rack and three shelves in recesses on either side of the door. There is a door opening into the hall on the southeast wall fitted with a replacement door and surround. On the rear (southwest) wall there is a 1948 door opening with a plain board surround. It opens into a small room, presumably a dining room, that was added in 1948 together with its companion kitchen to the southwest. Both rooms have narrow pine flooring, sheetrock walls, ceilings of tongue and groove, and plain board surrounds. In the space to the southeast of these two rooms--between them and the back hall--are a closet, a passageway, a second closet that also seems to have functioned as the passage to the bathroom, and the bathroom. The finish of these closets and service spaces is like that in the adjoining kitchen and dining room. Also enclosed in this space is a narrow staircase that rose from a door on the rear porch of the apartment house to the door on the main stair landing. This staircase appears to have been a service stair for the second floor apartments that, like those on the first story, were probably entered from the main hall.

The finish of the second-story hall and the four original bedrooms here is like that on the first story and consists of five-inch pine floors, plaster on lath walls, and ceilings sheathed with tongue and groove ceiling. The baseboards in the bedrooms have recessed beading in the center of the board face and an applied

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molding on top. The mantels in the four bedrooms are also identical and Italianate in style. The chamfered pilasters rest on square bases that have a horizontal beading like the baseboards. The faces of the pilasters have two vertical strips of recessed beading. Above each pilaster and centered above the flue opening are three ribbed brackets that are set on the frieze board; they, in turn, enframe raised and applied panels whose outer corners repeat the downward curves of the frieze band. All of the mantels enframe flue openings set in stuccoed masonry; the hearths are poured cement or stone except for that in the front southeast room which has ceramic tiles. The windows are set in two-part molded surrounds; their sill boards are set into the tops of the baseboards.

The front southeast bedroom originally was Mrs. Bernhardt's. It has a four-panel door opening into the hall and a five-panel door on the closet on the northwest side of the chimney. This closet became an inter-apartment passage in the 1948 conversion when a doorway was cut in the blind wall of the adjoining room to the southwest. The rear bedroom retains its original closet on the southeast side of the chimney that is fitted with a five-panel door and two shelves on each side. The window in the center of this room's southwest wall was closed up and a doorway cut into the west edge of the wall to connect with the kitchen and bathroom with companion closet in the rear tier of rooms added in 1948. These added rooms have narrow pine floors, sheetrock walls, and ceilings sheathed with tongue and groove ceiling. The kitchen retains its wall-hung sink on the northwest wall and to its right (northeast) there is a door opening into the closet/passageway and bathroom that occupy the space over the back hall on the first story. The bathroom retains its wall hung sink. The commode tank is stamped with the date " 8.21.45."

The bedrooms on the northwest side of the hall are the same in appearance as the two on the southeast side. The only difference is that some restoration has begun in the front room, and portions of the plaster and lath have been removed. The doors into the hall are four-panel while those on the closets are five panel. The closet on the northwest side of the chimney that served the front bedroom became an inter-apartment passageway in the 1948 conversion while the original closet for the rear bedroom--sheathed in tongue and groove--survives as a closet. A doorway cut into the rear bedroom's southwest wall opens into a companion suite of closets, passages, and bathroom that generally repeat the configuration of like rooms below on the first story. There are three glazed cupboards fitted into the southeast wall of the apartment's dining room.

Standing in the rear south corner of the lot is a small weatherboarded frame dependency that was clearly moved to this location, probably in 1948. It stands on low stacks of granite blocks. It appears to have been the one-story semi-detached room that served as the house's first-story bathroom off the southwest end of the hall. The present front elevation of the rectangular building is flush sheathed and protected by a projecting, unsupported gable-front hood that has weatherboards in its gable end. It has a four-panel door in a two-part molded surround near the left edge of the front. There are boarded-up



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window openings on both side elevations; the rear elevation is blind. The interior was unavailable.

FOOTNOTE

1. In the deed of 13 July 1990 by which the Rufty heirs conveyed the property to the Historic Salisbury Foundation, Inc., the lot was described as being 85 feet wide and 186 feet deep. These are the same dimensions cited in the deed between Robert Murphy and Mary Jane Leak Bernhardt. The tax map--Rowan County Tax Map, Salisbury Township Map #10, Lot #307--shows the lot as measuring 85 feet wide and 184 feet deep. The two-foot discrepancy is at the street front of the lot. Presumably it was lost in 1947 when the bridge was replaced, the road raised and probably widened, and the concrete retaining wall installed. The property nominated is the lot measuring 85 by 184 feet that appears on the tax map.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Architecture

Period of Significance

1882; ca. 1900

Significant Dates

1882; ca. 1900

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

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### Summary

The Bernhardt House is important in the architectural, commercial, and social history of Salisbury. Of these values, its architectural significance is most clearly evident within a definable context and the house is nominated on that account. However, the house is better known locally for its association with the Bernhardt family and their presence in the life of Salisbury.

Mary Jane Leak Bernhardt (1853-1929), the second wife of Paul Mathias Bernhardt (1846-1922), acquired this lot on 4 January 1882; they proceeded immediately to construct this house. In the late nineteenth century, East Innes Street was the principal eastern entrance into Salisbury, the prosperous county seat and regional trading center. This house was in the center of an important residential neighborhood comprised of affluent citizens who had come from the German settlements of eastern Rowan County and elsewhere to seek their fortunes in Salisbury. This house, alone, survives as a reminder of the character and significance of that neighborhood.

The Bernhardt House is significant in Salisbury's architectural history as a largely intact late-Victorian dwelling that reflects the two successive modes of the Italianate style of the second half of the nineteenth century. When erected in 1882 it was embellished with arch-headed windows set in bold surrounds and given a handsome porch that reflects the somewhat heavier appearance of the Italian Villa style. Before the century was out, the Bernhardts remodeled their house in the late-Victorian Italianate manner. They retained the earlier window and door surrounds and the handsome porch, but enlivened the roofline of their house with bracketed eaves and ornamental gables and added a rectangular window bay to the front wing. The house remained the residence of their descendants until 1947 and in 1948 it was sold out of the family, expanded, and converted to apartments. During this process the important architectural features of both the exterior and the interior remained intact and the house continues to reflect the character of late nineteenth/early twentieth century Salisbury. There are two periods of significance for the house. The first is the year 1882 in which the house was originally built in the Italian Villa style. The second period, ca. 1900, is the approximate date for the remodeling of the house in the late-Victorian Italianate mode during which effort it largely achieved its present appearance.

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Rowan County, N.C.Section number 8 Page 2Architectural Context

The Bernhardt House is significant in the architectural history of Salisbury as a largely intact example of a late-Victorian residence that also reflects the two successive phases of the Italianate style of the later nineteenth century. The house built by the Bernhardts in 1882 in the Italian Villa style featured tall arch-headed windows set in molded surrounds with deeply projecting hoods and a handsome porch supported by molded, chamfered posts carrying a boss-enriched bargeboard. The house appeared in plan on "Gray's New Map of Salisbury, Rowan County, North Carolina" that was published in 1882. About 1900, the Bernhardts remodeled their house in the then-fashionable bracketed Italianate style that defined houses of that period in Salisbury. The signal features of the earlier Italian Villa phase cited above were retained and, to them, the Bernhardts added ornamental sheathed-face gables. Paired brackets were added along the house's eaves and along the eaves of the new gables.

The original 1882 house and the remodeled ca. 1900 house were both representative of Salisbury's domestic architecture in the last quarter of the nineteenth century. The linear character of the antebellum Greek Revival style was largely subsumed in the first post-war decade by the more richly ornamented Italianate or Italian Villa style that featured arch-headed windows in bold, hooded surrounds, heavy bracketed eaves, and robustly-detailed porches supported by chamfered columns with handsome balustrades and bargeboards. The largest and handsomest house of this group was the two-and-a-half story brick house built by William Murdoch in the late 1860s. In the 1870s and 1880s, Italianate frame houses were built on an asymmetrical plan with projecting front ells. This projecting front ell soon came to define domestic architecture in Salisbury as scores of houses were built on T- or L-plans into the early twentieth century. The house built for Paul and Mary Jane Bernhardt in 1882 followed this form which first appears on the John M. Knox House erected a block west of the aforementioned Murdoch House on Bank Street in 1872. Contemporary with the double-pile plan Bernhardt House are a pair of T-plan houses at 420 and 428 North Ellis Street whose finish is remarkably similar.

As the end of the century neared, house builders in Salisbury, then a prosperous trading center and important railroad town, showed great originality in the construction and ornamentation of their houses. The T- and L-plan houses, not to mention the more commonplace three-bay, single-pile houses, were enlarged and expanded with projecting one- and two-story ells and expansive porches. A bewildering variety of sawn and molded woodwork became available with which to enliven the elevations, towers, gables, and porches of the city's houses. The remodeling of the Bernhardt House reflected this phenomenon. Here, the roof was embellished with ornamental gables that featured flush sheathing of tongue and groove ceiling. The eaves of these gables and the house itself were enriched with

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paired, airy Italianate brackets mounted on frieze bands of tongue and groove ceiling.

It is not necessarily the paired brackets that appear on the eaves and in the ornamental gable ends of the house that convince us of a remodeling prior to 1902 as the fact that they are mounted on frieze bands of tongue and groove ceiling. Tongue and groove ceiling was not used in this fashion generally or as the sheathing on exterior of houses--here on the faces of the front and side gables--until the late 1890s or turn of the century. There is then the matter of tongue and groove ceiling appearing as the sheathing on the ceilings of all the first and second story rooms in conjunction with plaster walls.

The possibility that emerges is that Mrs. Bernhardt remodeled the house in the later years of the nineteenth century using, in part, her inheritance following the death of her father in 1892. The ornamental pent gables with their bracketed eaves and sheathing of tongue and groove ceiling was probably her attempt to bring the house more into late-1890s fashion. The application of tongue and groove ceiling inside the house on the ceilings could well have been a more practical matter of good housekeeping since it seems likely that the constant passage of trains might well have cracked the plaster ceilings of her frame house standing on brick piers.

Whatever the course of events, the house that Mrs. Bernhardt occupied in 1902--when her house first appears on the Sanborn Insurance Company Map--was the house acquired in 1948 by the Rufty family and converted to apartments. It was surely some sign of respect for the house--for their investment--that in the expansion of the house for apartments they reused original windows and surrounds that were either closed up or converted to doors in the process. As a consequence the exterior appearance of the house was not compromised. Clearly this rear tier of rooms is an addition but it reads as a likely one for a family and in no way indicates the fallen fortunes of the house into four rental units. Inside, there have been some replacements of doors and surrounds during the rental occupancy; however, the house is essentially intact and retains its full complement of eight Victorian (and Colonial Revival) mantels, its pine floors, plaster walls, and tongue and groove ceiling, and the wainscoted hall with its Victorian stair and hall screen.

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Rowan County, N.C.Historical Background

The Bernhardt House, erected in 1882 and remodeled by 1902, is one of at least four nineteenth century frame houses on East Innes Street owned and occupied by the Bernhardt family. Three of the houses were built by members of the family while the fourth house--actually the oldest of the quartet--was standing on its lot in 1872 when Caleb Bernhardt purchased the property. Of that group of houses and the larger neighborhood in which the family built and occupied their houses, only this house has survived to the present. It is a valuable reminder of the early fortunes of the family and of the appearance of a now-lost residential community on East Innes Street.

Paul Mathias Bernhardt (1846-1922) and his eldest brother Caleb Theophilus Bernhardt (1842-1911) were the first of their family to come to Salisbury in the post-Civil War period. They were shortly joined by their third brother Harvey A. Bernhardt (1856-1923). All three sons were the sons of George Matthias Bernhardt (1820-1885) and his wife Mary Ann Heilig (1823-1878) and spent part of their formative years at the family plantation established in 1854 on the Rowan/Cabarrus County line which was listed in the National Register in 1982 and which remains a family property.<sup>1</sup> Paul Bernhardt was born on 6 November 1846 near Organ Church. His early years were recalled in his obituary.

He spent his boyhood days on the farm and enlisted in the Confederacy in one of the last companies formed in Salisbury and was made a first lieutenant. However, before being called into active military service he was assigned to other war work in and near Salisbury. Shortly after the close of the war he entered old Trinity college and after completing his studies there returned to Rowan and located in Salisbury and began his life work here, engaging in the mercantile business.<sup>2</sup>

On 23 August 1870, Paul Bernhardt was married to Mary Virginia Rouzee (1850-1875), the daughter of William Rouzee. The couple's first and only surviving child, Maude Rouzee Bernhardt, was born on 25 June 1871.<sup>3</sup> A year and a half later, Paul Bernhardt purchased a lot in the South Ward of Salisbury, fronting on Innes Street, where he would build his house. This purchase on 18 December 1872 was concurrent with the purchase of the adjoining<sup>4</sup> lot by his brother Caleb; both lots were purchased from Julia Long Smythe.

Paul Bernhardt paid \$800 for his lot, and here he built a house for his family. This house would be his residence for but a few years. On 30 March 1875, Mary Virginia Rouzee Bernhardt died and a year later, on 1 June 1876, Paul Bernhardt sold his recently-built house and lot to Robert A. Knox for \$2,800.<sup>5</sup>

Bernhardt remained a widower for just over two years. On 22 May 1877, he was married to Mary Jane Leak, the daughter of James A. (1822-1892) and Eliza Ann

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McRae Leak (1830-1897) of Wadesboro. Her obituary, in 1929, described her as "a descendant of a long line of distinguished ancestors, who were prominent in colonial and revolutionary days. She was a highly cultured woman and was educated in the schools of Ansonville and Warrenton and was a graduate of St. Mary's college, Raleigh." Apparently the newly married couple occupied a rental house in the South Ward of Salisbury for the first years of their marriage. It was not until 1882 that Mary Jane Leak Bernhardt acquired the lot on which this house would be built.

According to family tradition, Mrs. Bernhardt had the choice of this lot or the antebellum brick Quinn House that stood in the 200 block of West Innes Street. The tradition continues with the suggestion that she chose this lot, on the side of the main line of the North Carolina Railroad, because Mr. Bernhardt enjoyed watching trains. It seems more likely, however, that the choice of this lot was determined by other factors. The first of these is the fact that this East Innes Street location was in a neighborhood which Mr. Bernhardt knew well. He had owned property and built a house here--a block to the southeast--and his brother still resided in the former Smythe house at the corner of Innes and Long streets that he had purchased in 1872. The other factor is that Stephen William Cole (1813-1889), a distant kinsman of Mrs. Bernhardt's father James A. Leak, then owned and occupied a house, formerly the residence of John Murphy, in this block two doors away.

Stephen William Cole, the son of William Terry Cole and Judith Moseley Leak (1798-1868), spent the early years of his married life at a plantation between Wadesboro and Ansonville known as Rural Retreat. He was instrumental in the organization of the first bank at Wadesboro and the establishment of the girl's academy at Ansonville which Mrs. Bernhardt had attended. In 1870 he took a second wife and subsequently moved to Salisbury where he organized the First National Bank of Salisbury in 1883 and was named its first president. Mr. Cole's relocation in Salisbury was not coincidental. All three of his daughters were then living in Salisbury. Mary Ledbetter Cole (1836-1909) was married to John A. Boyden of Salisbury in 1858. In 1877 she acquired the handsome house of William H. Crawford on the north side of the 300 block of East Innes Street where she and her husband made their home.<sup>10</sup> When Stephen W. Cole set about to acquire a house in Salisbury he chose the one almost directly across East Innes Street from his daughter's residence.<sup>11</sup> Mrs. Bernhardt, in turn, bought her trackside lot from Robert Murphy (1826-1892) who lived in what was then only the second house in this block--between the lot and Stephen Cole's residence; Murphy owned the remainder of the undeveloped block.<sup>12</sup>

It would appear that the Bernhardts quickly set about the construction of their house since it appears on "Gray's New Map of Salisbury, Rowan County, North Carolina" that was also published in 1882 by O. W. Gray & Son. The idea that there might have been an existing house on the lot is discounted by the fact that the purchase price was but \$700. The two-story weatherboarded frame house they built was asymmetrical in plan. It was remodeled in a late-Victorian style, probably around the turn of the

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century; however, the bold Italianate window surrounds and elements of the porch's original finish survive.

When the house was completed in 1882 Paul and Mary Jane Leak Bernhardt moved into it with eleven-year-old Maude Bernhardt (from the first marriage) and two children of their own. Ann Eliza Leake Bernhardt had been born on 25 February 1878; Pauline Mary Bernhardt was born on 5 December 1879. The couple's third child and first son James Leak Bernhardt was born on 25 July 1883. Between 1885 and 1895 four more children would be born to the couple: George Moreau Bernhardt was born on 17 March 1885; Paul McRae Bernhardt was born on 22 March 1890; Lilly Heilig Bernhardt was born on Valentine's Day, 1892; and Leak Augustus Bernhardt was born on 27 January 1895.<sup>13</sup>

Apparently both Caleb and Paul Bernhardt began their careers in hardware merchandising in 1870--the same year Paul had married Miss Rouzee--and in the same firm. In 1885, the CAROLINA WATCHMAN published a catalog of business firms then operating in Salisbury. In the account of the business enterprises of William Smithdeal appears the first extended description of his association with the Bernhardt brothers in the hardware business. This partnership, in various forms, would last for over twenty years.

In 1870 Mr. Smithdeal organized the firm of Smithdeal, Barnhardt & Co., the co-partners being himself, C. T. Barnhardt and P. M. Barnhardt. In 1873 Mr. S. retired from that firm and went to Hickory, where he was in general trade for a year; then he again returned to his old home and opened a hardware house under the firm name of Smithdeal & Hartman, which was followed by that of Smithdeal & Caldwell, and when that firm was dissolved in 1876, Mr. S. became and has since remained sole proprietor. At Concord he also has a branch store, established three years ago, and which is doing a very good business under the management of J. L. Ritchie, the firm name being Smithdeal & Ritchie. In the house here Mr. Smithdeal is assisted by Mr. J. C. Taylor, salesman, who has been with him since 1879, and by Mr. P. M. Bernhardt, bookkeeper and salesman, who was one of the old firm of Smithdeal, Bernhardt & Co.<sup>14</sup>

The operations of the company were then described in four paragraphs.

In 1893, the company was reorganized and incorporated as Smithdeal Hardware Co.; among the investors were prominent members of the Salisbury business community including Theo F. Kluttz and the Bernhardt brothers. In 1897, Smithdeal withdrew from the firm and established a new hardware store under the style of Smithdeal Hardware Company. His old firm was renamed Salisbury Hardware and Furniture Company. An account of Salisbury Hardware and Furniture Company appeared in the SALISBURY COMMERCIAL REVIEW in September, 1897. It describes both the character and extent of the business as well as the Bernhardt family's role in its operation.



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This mammoth business was established here in 1893 under the firm name of Smithdeal Hardware Co., and enjoyed the patronage of a large trade. However, the business was succeeded in January, 1897, by the present company. Since that time it has not only maintained its reputation, but has branched out, increasing its scope of trade and facilities adequate to meet the requirements of the public, until now it stands as one of the largest enterprises of its character in the State. This business is conducted in two handsome two story brick buildings, with four distinct departments, viz: Furniture; Hardware and Machinery; Jewelry, with practical jeweler and oculist; and undertaker and embalmer. The officers of this institution are Messrs. Theo F. Kluttz, president; C. T. Bernhardt, manager; O. D. Davis, secretary and treasurer; R. M. Davis, undertaker and embalmer; C. F. Reisner, jeweler and opticians; P. M. Bernhardt, buyer; and James H. Ramsay, book-keeper. All of these gentlemen (with one exception--Mr. Reisner) are natives of this county and business men widely and favorably known to the trade, bearing reputations second to none, conducting the business on purely honest and well defined principles.

The stock handled is by far the most complete carried in the State. All kinds of hardware, furniture, buggies, wagaons, harness, mining supplies, grain drills, threshing machines, engine and boiler fittings, stoves and heaters, agricultural implements, fertilizers, dynamite, powder, blasting caps, fuses, paints, oils, varnishes, and in fact everything mentionable under the above headings are kept in stock for the wholesale and retail trade, and at prices as low as the lowest.

Caleb T. Bernhardt remained as manager of the Salisbury Hardware and Furniture Company and became president of the concern by 1910; he held that position until his death in 1911. Charles Franklin Reisner (1870-1944), the jeweler and optician, had married Maude Rouzee Bernhardt (1871-1953), the eldest daughter of Paul Bernhardt, in 1896. Paul Bernhardt, listed as a buyer for the company, became vice-president of the hardware company, a position he held until his death in 1922. Between 1910 and 1919 the firm relocated from 108-110 South Main Street to new quarters at 120 South Main Street where it was operated until closing in 1959.

That the Salisbury Hardware and Furniture Company was a Bernhardt family enterprise is borne out by the number of family members who worked there. In the 1910 city directory six Bernhardt men are listed as employees of the company. Caleb T. Bernhardt, living at 403 East Innes Street, is listed as president-manager. His three sons, all then living at home, are also employees: Clarence T. and Paul H. are listed as clerks while Robert Linn is listed as bookkeeper. Paul M. Bernhardt's position is not listed; however, his son George M., still living at home, was listed as a clerk. In the 1919-20 edition of the directory, Caleb's son Paul H.

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is listed as president of the company and Paul M. Bernhardt is listed as vice-president. Robert Linn Bernhardt is secretary and general manager, while Caleb's third son Clarence T. Bernhardt remains a clerk in the family store. Paul's son George Moreau has been promoted to bookkeeper, succeeding his cousin in that post, while Paul's youngest son Leak A. is listed as a clerk.<sup>18</sup> Those positions held the same in the 1922-23 edition of the directory, published in the year Paul Mathias Bernhardt died.<sup>19</sup>

Paul Mathias Bernhardt died at home on Sunday evening, 13 August 1922. His obituary appeared on the front page of the SALISBURY EVENING POST the following day and described him as "one of Salisbury's most highly honored citizens and prominent business man." His funeral was held from St. John's Lutheran Church by the Rev. Dr. J. L. Morgan, president of the North Carolina Lutheran Synod. He was buried in the family plot at Chestnut Hill Cemetery near the grave of his son-in-law James William Neave who had died in 1919. Mr. Bernhardt died intestate, possessing at that time no real property. Mrs. Bernhardt continued to live on at 305 East Innes Street where her two bachelor sons James Leake Bernhardt (1883-1943) and George Moreau Bernhardt (1885-1947) also made their home. After her husband's death on 17 June 1919, Ann Eliza Leake<sup>20</sup> Bernhardt Neave (1878-1945) also lived at 305 East Innes Street until her death.

Mary Jane Leak Bernhardt died on Sunday evening, 24 March 1929, at home. In her will she bequeathed her real and personal property to her seven children and \$1,000 in cash to Maud Bernhardt Reisner. Apparently, the heirs to the real estate consigned their interest in the homeplace to their bachelor brother George Moreau Bernhardt who lived here until his death on 10 April 1947. During this period the house had been home to his sister, Mrs. Neave and, for varying periods, her two daughters Caroline Neave Neel (b. 1917) and Mary Leake Neave Van Wagenen.<sup>21</sup>

In his will written on 12 March 1947, George Bernhardt named his nephew Nelson H. Woodson his executor and made three bequests. He bequeathed his seven shares of stock in the Salisbury Hardware and Furniture Company to his niece Caroline Neave Neel to whom he also devised "the balance of my personal property; and money; all stocks and bonds. . . ." Anticipating the fact that the Bernhardt homeplace would be sold after his death he bequeathed his real estate (305 East Innes Street) to his sisters, Maude Reisner, Lily Heilig B. Toms (1892-1967); his nieces and nephews, Mary Leake Neave Van Wagenen, Caroline Neave Neel, Walter H. Woodson, Jr., Nelson Woodson, Paul B. Woodson, and James L. Woodson;<sup>22</sup> and to his brothers Paul McRae and Leake Augustus Bernhardt, in equal shares.

On 17 September 1948 these heirs and their spouses sold the Bernhardt House to O. O. Ruffy and his wife Mary L. Ruffy. Mr. Ruffy was the proprietor of the general store at 126 East Innes Street that bore his name and a resident of the 200 block of South Long Street. Mr. Ruffy added three kitchens and bathrooms to the west rear of the house, raising the one-story portion of the house to two stories, and converted

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the building to four rental apartments. In recent years the house stood vacant and in 1990, the property was sold to the Historic Salisbury Foundation by the Ruffy heirs.<sup>23</sup> It is now available for sale under protective covenants.

## FOOTNOTES

1. Author's interview with Paul Leake Bernhardt, Salisbury, 6 February 1992 (notes on interview in the Bernhardt House file, Survey and Planning Branch, State Historic Preservation Office, Raleigh, N.C.), hereinafter cited as Bernhardt interview.
2. SALISBURY EVENING POST, 14 August 1922.
3. Records of Marriages, Births, and Deaths, appearing in handwritten entries in the Paul Mathias Bernhardt family BIBLE, formerly in the possession of Maude Rouzee Bernhardt Reisner and now owned by Paul Leake Bernhardt. Notes made by the author on 7 February 1992, hereinafter cited as Bernhardt Family BIBLE Records.
4. Julia L. Smythe to Caleb T. Bernhardt, 18 December 1872 (and) Julia L. Smythe to Paul M. Bernhardt, 18 December 1872, Rowan County Deeds, Office of the Register of Deeds, Rowan County Office Building, Salisbury, Book 46, 494-496, hereinafter cited as Rowan County Deeds. Harvey A. Bernhardt, the youngest of the brothers, purchased a corner lot on Long and Innes streets--diagonally opposite to Caleb's house--in 1882 and erected a house there. According to the deeds, Caleb Bernhardt purchased the house and lot at the corner of Long and Innes streets, "Comprising all of lot No. 49 on old Town Plat of Salisbury." His younger brother Paul purchased a lot "Comprising all of lot No. 50 on Old Town Plat of Salisbury." On the plat lot 50 was behind (southwest of) lot 49 and occupying the corner of Long and Fisher streets. The property described in the deeds themselves contradicts these citations of specific town lots. Instead, the descriptions of the property conveyed by the deeds and the measurements given makes it clear that the two men each bought a lot fronting along Innes Street for 99 feet and extending 396 feet deep to Fisher Street. In fact, the brothers each bought one-half of lots 49 and 50. Caleb Bernhardt purchased for \$2,500 the lot on the outside corner anchored by an existing house facing Innes Street and carrying along Long Street for 396 feet to Fisher Street. Paul Bernhardt acquired the parallel, vacant lot to the southeast, having the same dimensions for which he paid \$800.
5. Bernhardt Family BIBLE Records. Paul M. Bernhardt to Robert A. Knox, 1 June 1876, Rowan County Deeds, Book 52, 371-372.
6. Bernhardt Family BIBLE Records. SALISBURY EVENING POST, 25 March 1929.

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7. Robert Murphy, Sr. to Mrs. Mary Jane Bernhardt, 4 January 1882, Rowan County Deeds, Book 60, 384-386.
8. Mary Jane Fowler to Davyd Foard Hood, 7 February 1992, in the author's possession. The author's understanding of this neighborhood and Salisbury history greatly benefitted from his conversation with Miss Fowler who is a well-respected and well-known authority on the history of Salisbury and the genealogy of its prominent nineteenth century families.
9. Samuel A. Ashe and others (eds.) BIOGRAPHICAL HISTORY OF NORTH CAROLINA: FROM COLONIAL TIMES TO THE PRESENT (Greensboro: Charles L. Van Noppen, 8 volumes, 1905-1917), VI, 147-150.
10. John S. Henderson, assignee, Bankruptcy of William H. Crawford, to Mary L. Boyden, 11 October 1877, Rowan County Deeds, Book 58, 399-401.
11. Mary E. Shaver and Edwin Shaver to Stephen W. Cole, 1 January 1874, Rowan County Deeds, Book 68, 4.
12. After Murphy's death in 1892 his house was owned by R. M. Eames. In the twentieth century it was occupied by members of the Peacock family.
13. Bernhardt Family BIBLE Records. Mrs. Bernhardt's maiden name and its use in the names of her children is alternately spelled "Leak" and "Leake"; on the family gravestones it is spelled "Leake."
14. The account is published in James S. Brawley, THE ROWAN STORY, 1753-1953 (Salisbury: Rowan Printing Company, 1953), 243-246.
15. SALISBURY COMMERCIAL REVIEW, September 1897. This issue is the only known number of the business journal. It survives in the papers of James Shober Brawley in the History Room, Rowan Public Library, Salisbury, N.C.
16. Bernhardt interview. The firm's building at 120 South Main Street was destroyed by fire on 27 April 1964.
17. SALISBURY-SPENCER, NORTH CAROLINA CITY DIRECTORY, VOL. II (Asheville: Hackney & Moale Co., 1910), 72-73.
18. SALISBURY-SPENCER, N.C. CITY DIRECTORY, VOL. VI (Asheville: Commercial Service Co., 1919), 110-111.
19. SALISBURY-SPENCER, N.C. CITY DIRECTORY, VOL. VII (Asheville: Commercial Service Co., 1922), 112-113.