# North Carolina Department of Cultural Resources

## State Historic Preservation Office

Peter B. Sandbeck, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

June 23, 2005

MEMORANDUM

TO: Gregory Thorpe, Ph.D., Director
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: Peter Sandbeck RSE for Peter Sandbeck

SUBJECT: Addendum to Phase II: Historic Architectural Survey Report, Construction of NC 125 Bypass of Williamston on New Location, R-3826, Martin County, ER 01-9766

Thank you for your letter of May 5, 2005, transmitting the survey report addendum by Marvin A. Brown of URS Corporation for the above-referenced undertaking.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are not eligible for listing in the National Register of Historic Places:

(#23) **Golden Peanut Buying Station**, south side of NC 125, 2.1 miles east of junction with SR 1421, Williamston vicinity. The property is less than 50 years old and is not of exceptional significance.

(#33) **Dixie Peanut Buying Station**, south side of NC 125, 0.3 miles west of junction with SR 1421, Williamston vicinity. The property is less than 50 years old and is not of exceptional significance.

(#68) **Twilite Drive-In**, north side of US 64, 02 miles east of junction with SR 1142, Williamston. Although a rare property type for Martin County, alterations and infill buildings have affected the integrity of the property.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we do not concur with the report evaluation and consider the following property eligible for listing in the National Register of Historic Places:

(#40) (MT 415) **Slade Cemetery**, south side of NC 125, 0.4 miles east of junction with SR 1421, Williamston vicinity, is eligible for the National Register under Criterion A for its association with the growth and development of plantation family-burials in Martin County. The rural cemetery, clearly demarcated with a metal fence, contains markers that span from the last quarter of the eighteenth century through the mid-twentieth century, documenting burials for over 150 years. Most of the comparative cemetery examples provided in the report do not have the same historic pattern of development, are not the same age, and do not have the associative values as the Slade Cemetery.

Please provide a proposed National Register boundary justification and map for the Slade Cemetery. We will add this information to the survey report addendum.

While we have concurred with your finding that the Twilite Drive-In is not eligible for listing in the National Register, we believe the property, as one of the few, if not the only remaining, drive-in theatres in eastern North Carolina, is of significant architectural interest to warrant additional attention. We, therefore, propose that our agencies undertake a joint investigation of the property to record the ticket booth and the screen, especially the building techniques used in the screen's construction. We feel that such an effort will be of mutual interest and benefit as well as providing valuable information for both agencies' staffs and files.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT
Marvin A. Brown, URS Corporation

bc: Southern/McBride
Ann Swallow
Scott Power/EO
106
County

# ADDENDUM

## TO

## PHASE II

## HISTORIC ARCHITECTURAL SURVEY REPORT FOR CONSTRUCTION OF NC 125 BYPASS OF WILLIAMSTON ON NEW LOCATION ON MULTI-LANE RIGHT-OF-WAY MARTIN COUNTY, NORTH CAROLINA

**TIP NO. R-3826**
**WORK ORDER NO. 8.1090501**
**FEDERAL AID PROJECT NO. STP-125(1)**
**WBS NO. 33512.1.1**

**Prepared For:**

**Office of Human Environment**
**Project Development and Environmental Analysis Branch**
**North Carolina Department of Transportation**
**and**
**Federal Highway Administration**

**Prepared By:**
**URS Corporation – North Carolina**
**1600 Perimeter Park Drive**
**Morrisville, NC 27560**

**Marvin A. Brown,**
**Principal Investigator**

**May 2005**

# ADDENDUM

**TO**

**PHASE II**

**HISTORIC ARCHITECTURAL SURVEY REPORT**
**FOR CONSTRUCTION OF NC 125 BYPASS OF WILLIAMSTON ON NEW LOCATION ON MULTI-LANE RIGHT-OF-WAY**
**MARTIN COUNTY, NORTH CAROLINA**

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**URS Corporation – North Carolina**
**1600 Perimeter Park Drive**
**Morrisville, NC 27560**

**Marvin A. Brown,**
**Principal Investigator**

**May 2005**

5-5-05

**Marvin A. Brown, Principal Investigator** **Date**
**URS Corporation-North Carolina**

5/9/2005

**Mary Pope Furr, Supervisor** **Date**
**Historic Architectural Resources Section**
**North Carolina Department of Transportation**

# MANAGEMENT SUMMARY

The North Carolina Department of Transportation (NCDOT) proposes constructing an NC 125 bypass of Williamston in Martin County (TIP No. R-3826, WO No. 8.1090501, FA No. STP-125(1)). The bypass will be built on new location as a two-lane roadway on multi-lane right-of-way. For all the bypass alternatives, SR 1142 (East College Road) will be widened between SR 1182 and US 64A. A new traffic signal will be installed at the intersection of NC 125 with US 64A.

In late 2003, architectural historian Penne Smith Sandbeck of NCDOT conducted an initial survey of the project area. During that survey, she identified 74 resources (some with multiple components) within the project's Area of Potential Effects (APE) that were more than 50 years old. At a meeting on December 16, 2003, between NCDOT, the Federal Highway Administration (FHWA), and the North Carolina State Historic Preservation Office (HPO), it was determined that resources 1-4, 8-11, 21-39, 41-47, and 49-74 were not eligible for National Register listing and required no further evaluation. At the request of NCDOT, under the terms of an open-end contract with the Department for historic architectural services, URS Corporation-North Carolina (URS) investigated the potential National Register eligibility of the remaining resources, which were grouped into four discrete resources: the Whitley Farm (MT-694) (#5-7), the Rodgers-Leggett Farmstead (#12-20), the Slade Cemetery (MT-415) (#40), and the Bennett-Smith House (#48).

URS subsequently conducted intensive-level fieldwork and local research for the project and evaluated the National Register eligibility of the four resources and conducted additional research. In September 2004 URS submitted a Phase II historic architectural survey report to NCDOT that reported the results of this effort. The report recommended that none of the four intensively inventoried resources—the Whitley Farm (MT-694) (#5-7), the Rodgers-Leggett Farmstead (#12-20), the Bennett-Smith House (#48), and the Slade Cemetery (#40)—were eligible for National Register listing.

By a letter to NCDOT dated November 4, 2004, the HPO requested additional information on resources that had been intensively evaluated in the report and also on resources that had been determined not worthy of further evaluation at the December 16, 2003, review meeting. On January 6, 2005, the HPO, NCDOT, and URS visited the project area. On February 4, 2005, the HPO sent a second letter to NCDOT, recommending further research. On February 8, 2005, representatives of the HPO, NCDOT, and URS met once more in NCDOT's offices in order to resolve the question of what further effort was required to revise the report. At this meeting, it was determined that an addendum to the report should be drafted that included the following: (1) the development of a cemetery context for Martin County to assist in reassessing the eligibility of the Slade Cemetery to the National Register; (2). the development of a peanut-processing context for Martin County to assist in assessing the Register eligibility of the Golden Peanut Buying Station (#23) and the Dixie Peanut Buying Station (#33); and (3) the development of a drive-in movie theater context to assist in assessing the eligibility of the Twilite Drive-In (#68) to the National Register.

In March and April 2005, URS conducted additional fieldwork and research to address these concerns. This intensive-level survey report addendum, which reports the results of that effort, recommends that none of the four re-inventoried resources—the Slade Cemetery, the Golden Peanut Buying Station, the Dixie Peanut Buying Station, and the Twilite Drive-In—are not eligible for National Register listing.

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# I. INTRODUCTION AND PROJECT DESCRIPTION

The North Carolina Department of Transportation (NCDOT) proposes constructing an NC 125 bypass of Williamston in Martin County (TIP No. R-3826, WO No. 8.1090501, FA No. STP-125(1)). The bypass will be built on new location as a two-lane roadway on multi-lane right-of-way. For all the bypass alternatives, SR 1142 (East College Road) will be widened between SR 1182 and US 64A. A new traffic signal will be installed at the intersection of NC 125 with US 64A (Figures 1 and 2). The purpose and need of the project is to reduce truck traffic and improve safety on existing NC 125 through downtown Williamston. This report presents the results of a Phase II historic architectural survey of four resources within the project area by URS for NCDOT and FHWA.

In late 2003, architectural historian Penne Smith of NCDOT conducted an initial survey of the project area. During that survey, she identified 74 resources (some with multiple components) within the project's APE that were more than 50 years old (Appendix A). At a meeting on December 16, 2003, between NCDOT, FHWA, and the North Carolina HPO, it was determined that resources 1-4, 8-11, 21-39, 41-47, and 49-74 were not eligible for National Register listing and required no further evaluation (Appendix B). At the request of NCDOT, under the terms of an open-end contract with the Department for historic architectural services, URS investigated the potential National Register eligibility of the remaining resources, which were grouped into four discrete resources: the Whitley Farm (MT-694) (#5-7), the Rodgers-Leggett Farmstead (#12-20), the Slade Cemetery (MT-415) (#40), and the Bennett-Smith House (#48).

During the week of June 21, 2004, URS conducted intensive-level fieldwork and local research for the project. URS subsequently evaluated the National Register eligibility of the four resources and conducted additional research. Its survey methodology consisted of historical background research into primary and secondary sources, interviews with knowledgeable individuals, site-specific research, and an intensive-level field survey during which the four resources were evaluated. In September 2004 URS submitted a Phase II historic architectural survey report to NCDOT. The report recommended that none of the four resources were individually eligible for National Register listing. Due to significant alterations and the loss of numerous associated resources, the Whitley Farm (MT-694) (#5-7), the Rodgers-Leggett Farmstead (#12-20), and the Bennett-Smith House (#48) were not believed to retain sufficient integrity to support significance under any of the Register's Criteria. The Slade Cemetery (#40) was not believed to be significant under any of the Criteria, including Criteria Consideration (Exception) D. Due to lack of integrity, the four resources were also not believed to be part of any National Register-eligible rural historic landscape or other historic district.

The historic architectural survey conducted within the APE associated with the proposed bypass was necessary for compliance with the basic requirements of: Section 106 of the National Historic Preservation Act of 1966, as amended; the Department of Transportation Act of 1966, as amended; the Department of Transportation regulations and procedures (23 CFR 771 and Technical Advisory T 6640.8A); the Advisory Council on Historic Preservation regulations on the "Protection of Historic Properties" (36 CFR 800); and NCDOT's "Historic Architectural Resources, Survey Procedures and Report Guidelines." In order to meet the requirements of these laws and regulations, the work plan for the survey included the following items: (1) a field survey of the four resources; (2) general and specific research into the history of the APE and the resources; and (3) a visual survey of similarly situated resources in order to better understand the nature of Martin County's historic landscape.

The APE is the area or areas within which an undertaking may cause changes in the character or use of historic properties. The boundaries of the project's APE were provided by NCDOT. They are delineated in this report on portions of the Williamston USGS topographical quadrangle map (Figures 3 through 6).

Following review of the report—by a letter to NCDOT dated November 4, 2004—the HPO requested additional information on resources that had been intensively evaluated in the report and also on resources that had been determined not worthy of further evaluation at the December 16, 2003, review meeting. On January 6, 2005, the HPO, NCDOT, and URS visited the project area. On February 4, 2005, the HPO sent a second letter to NCDOT, recommending further research. On February 8, 2005, representatives of the HPO, NCDOT, and URS met once more in NCDOT's offices in order to resolve the question of what further effort was required to revise the report. At this meeting, it was determined that an addendum to the report should be drafted that included the following: (1) the development of a cemetery context for Martin County to assist in reassessing the eligibility of the Slade Cemetery (#40) to the National Register; (2). the development of a peanut-processing context for Martin County to assist in assessing the Register eligibility of the Golden Peanut Buying Station (#23) and the Dixie Peanut Buying Station (#33); and (3) the development of a drive-in movie theater context to assist in assessing the eligibility of the Twilite Drive-In (#68) to the National Register.

In March and April 2005, URS conducted additional fieldwork and research to address these concerns. This intensive-level survey report addendum, which reports the results of that effort, recommends that none of the four re-inventoried resources—the Slade Cemetery, the Golden Peanut Buying Station, the Dixie Peanut Buying Station, and the Twilite Drive-In—are not eligible for National Register listing. When compared to other cemeteries in Martin County, the Slade Cemetery is not believed to have "distinctive design features" that would qualify it for National Register listing under Criteria Consideration/Exception D. The Golden and Dixie Peanut buying stations are less than 50 years old and are not believed to be have the "exceptional importance" that would be required for them to merit National Register listing under Criteria Consideration/Exception G. The much-altered Twilite Drive-In is not believed to retain sufficient integrity to support listing under any of the Register's Criteria.

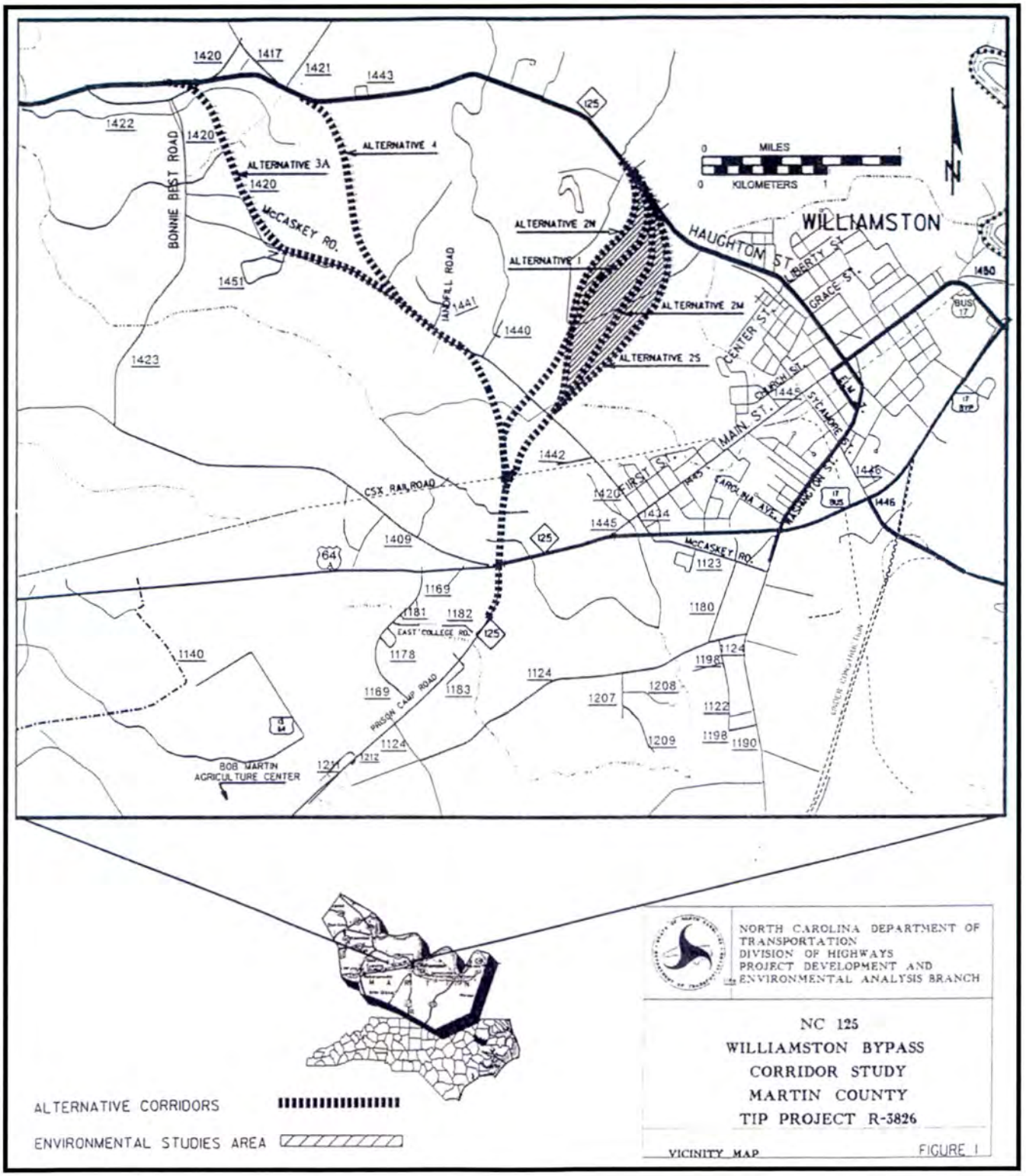


Figure 1: Project Locator Map (Source: NCDOT)

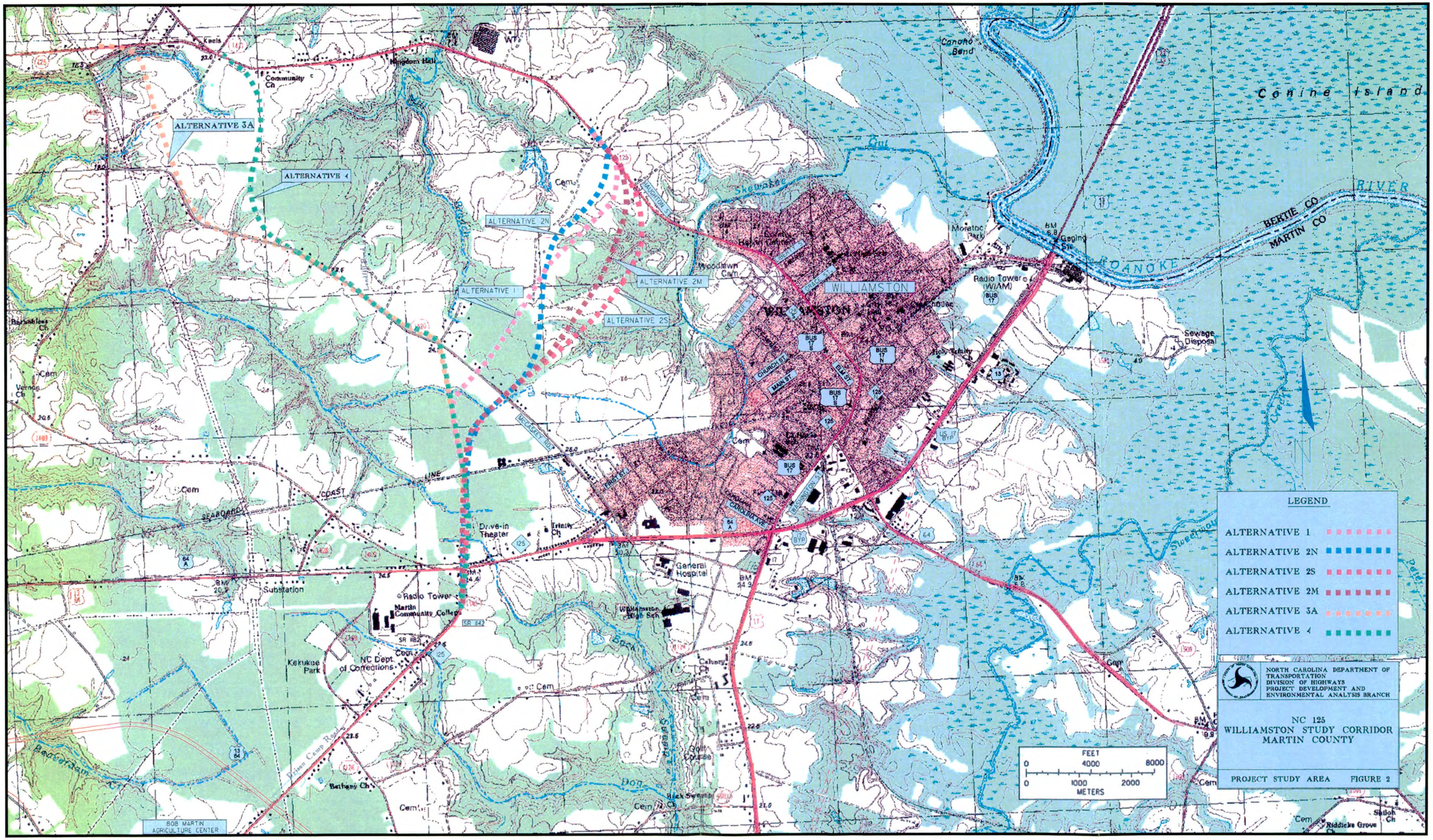


Figure 2: NC 125 Williamston Study Corridor Map (Source: NCDOT, from Williamston USGS Quadrangle Map)

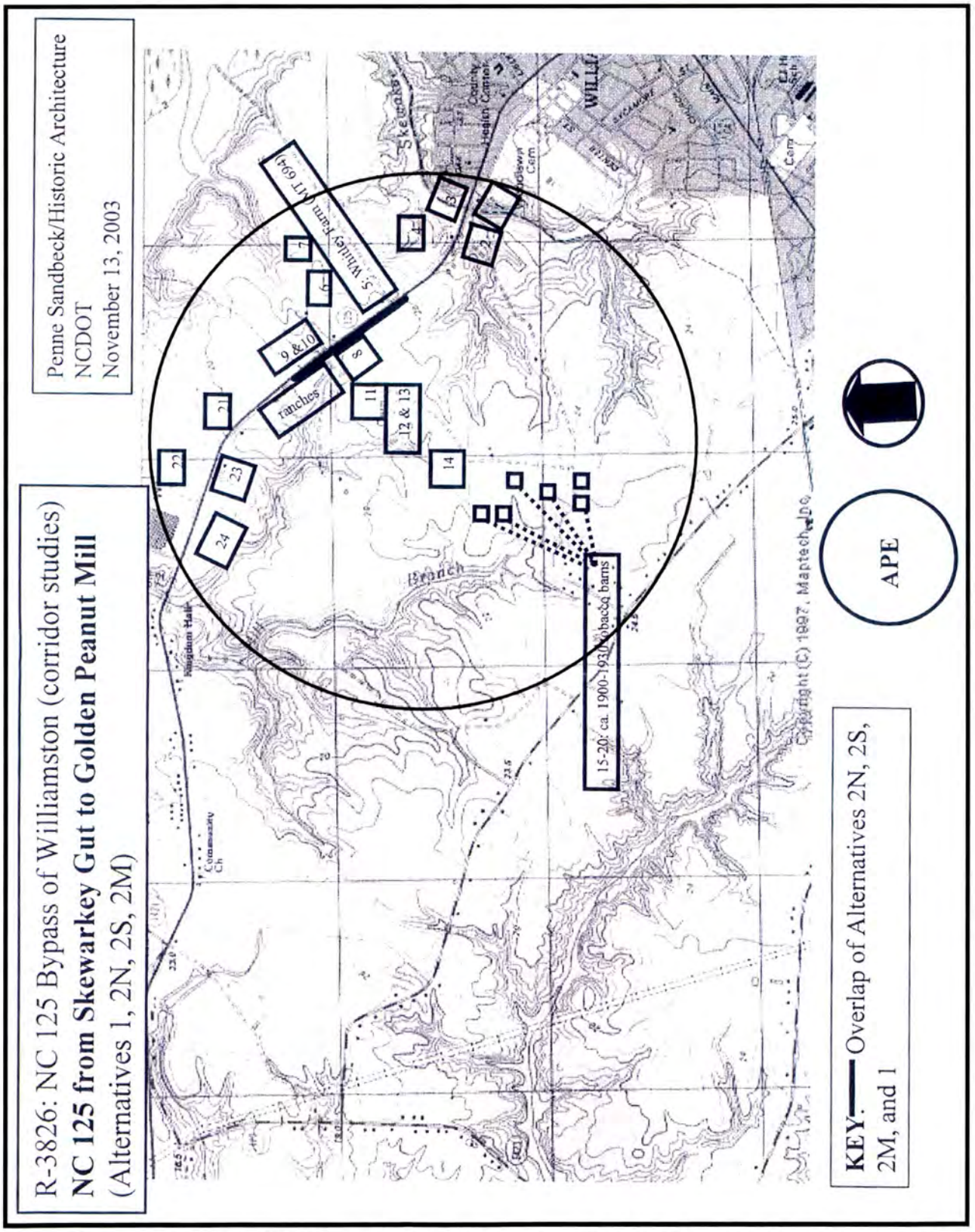


Figure 3: Area of Potential Effects Map for Alternatives 1, 2N, 2S, and 2M and Locator Map for Resources 1 through 24 (Source: NCDOT, from Williamston USGS Quadrangle Map)

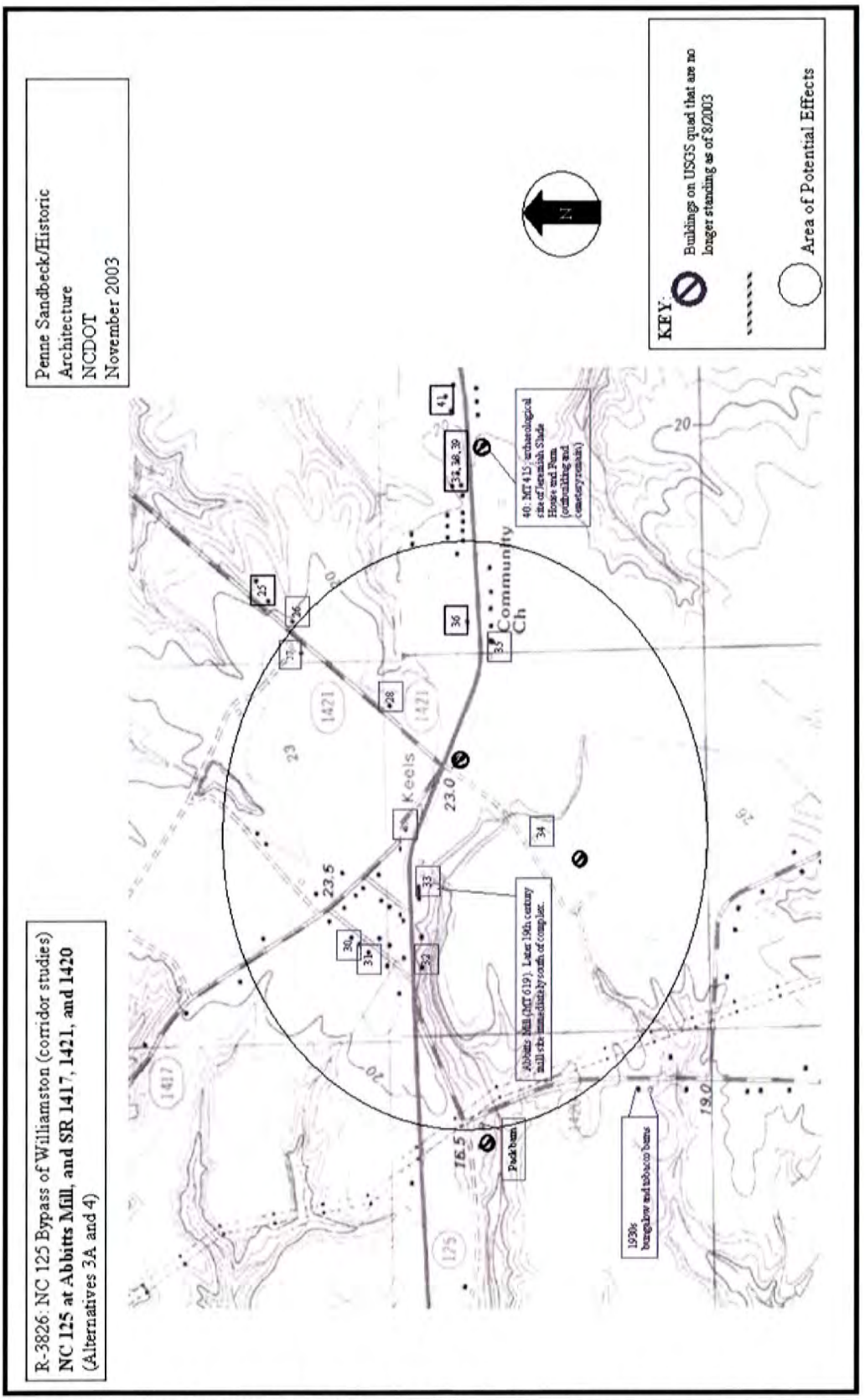


Figure 4: Area of Potential Effects Map for Alternatives 3A and 4 and Locator Map for Resources 25 through 41 (Source: NCDOT, from Williamston USGS Quadrangle Map)

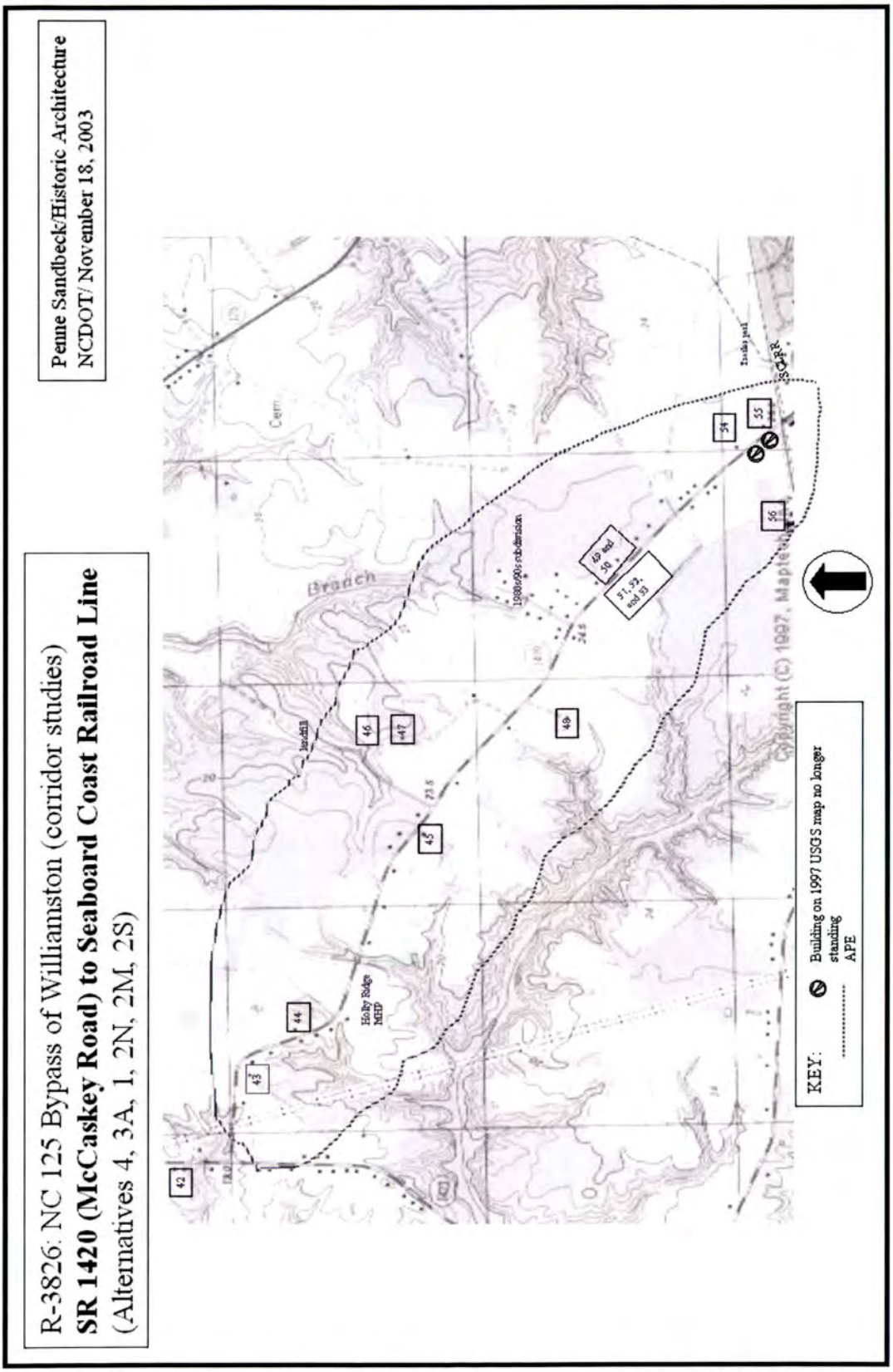


Figure 5: Area of Potential Effects Map for Alternatives 4, 3A, 1, 2N, 2M, and 2S and Locator Map for Resources 42 through 56 (Source: NCDOT, from Williamston USGS Quadrangle Map)

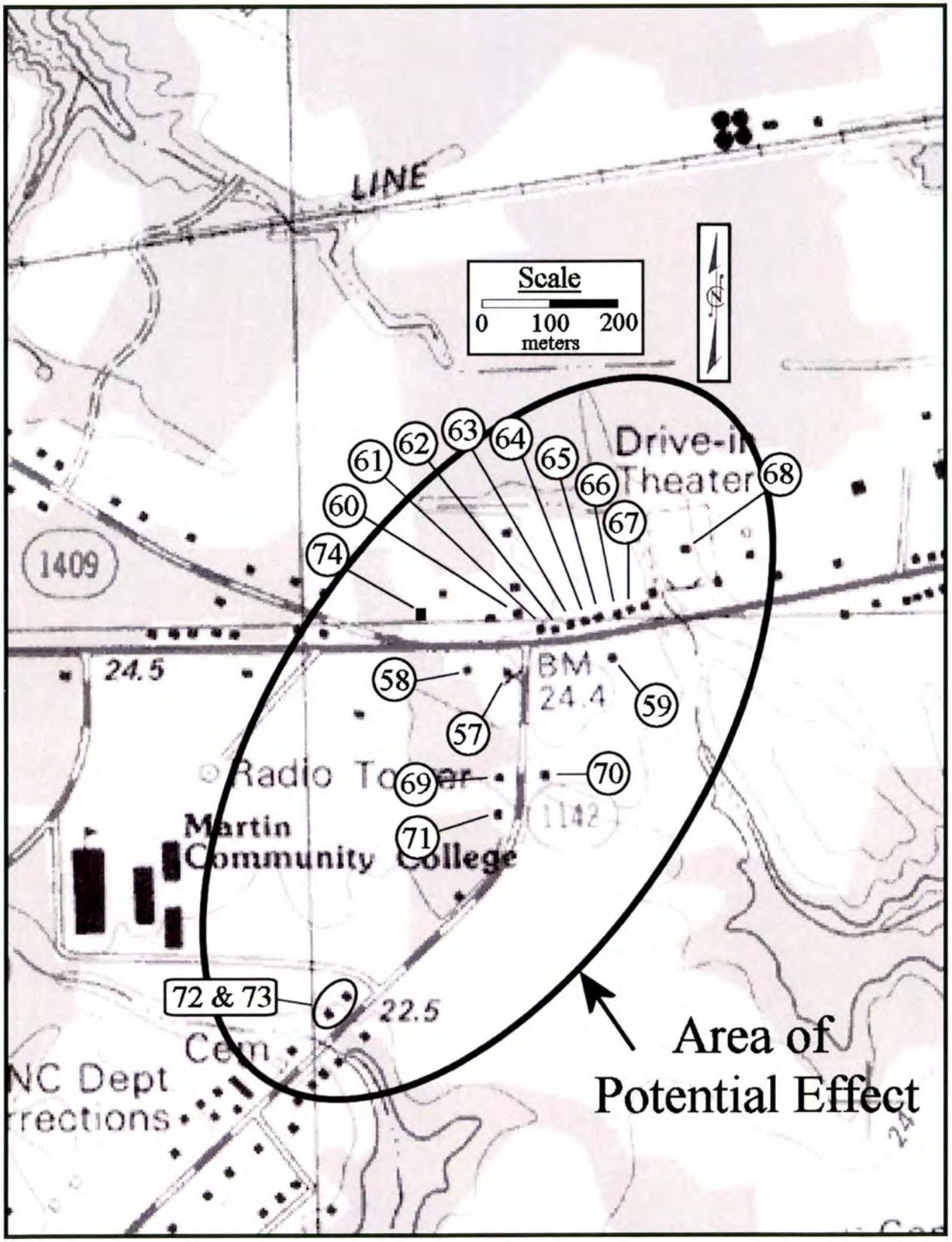


Figure 6: Area of Potential Effects Map for Alternatives 4, 3A, 1, 2N, 2M, and 2S and Locator Map for Resources 57 through 74 (Source: adapted from NCDOT, Williamston USGS Quadrangle Map)

# II. METHODOLOGY

The survey methodology for this project consisted of historic background research, site-specific research, and field survey of the four designated resources within the project's APE. Senior Architectural Historian Marvin A. Brown of URS completed the fieldwork and research in March and April 2005. The effort also included additional fieldwork and research into the history and appearance of cemeteries and peanut processing facilities in Martin County and of drive-in movie theatres in North Carolina.

The main sources of information for the project were the previous survey work of Donna Dodenhoff, Tom Butchko, and Penne Smith Sandbeck; previous inventories of Martin County's cemeteries (Hardy 1976); Butchko's 1998 county architectural history; personal communications with local bulk peanut buyers Georgie Griffin and Ronnie Clark; and Richard Silverman's research into drive-ins in North Carolina (Silverman 1999). Also of assistance in assessing drive-ins theatres was the website www.drive-ins.com.

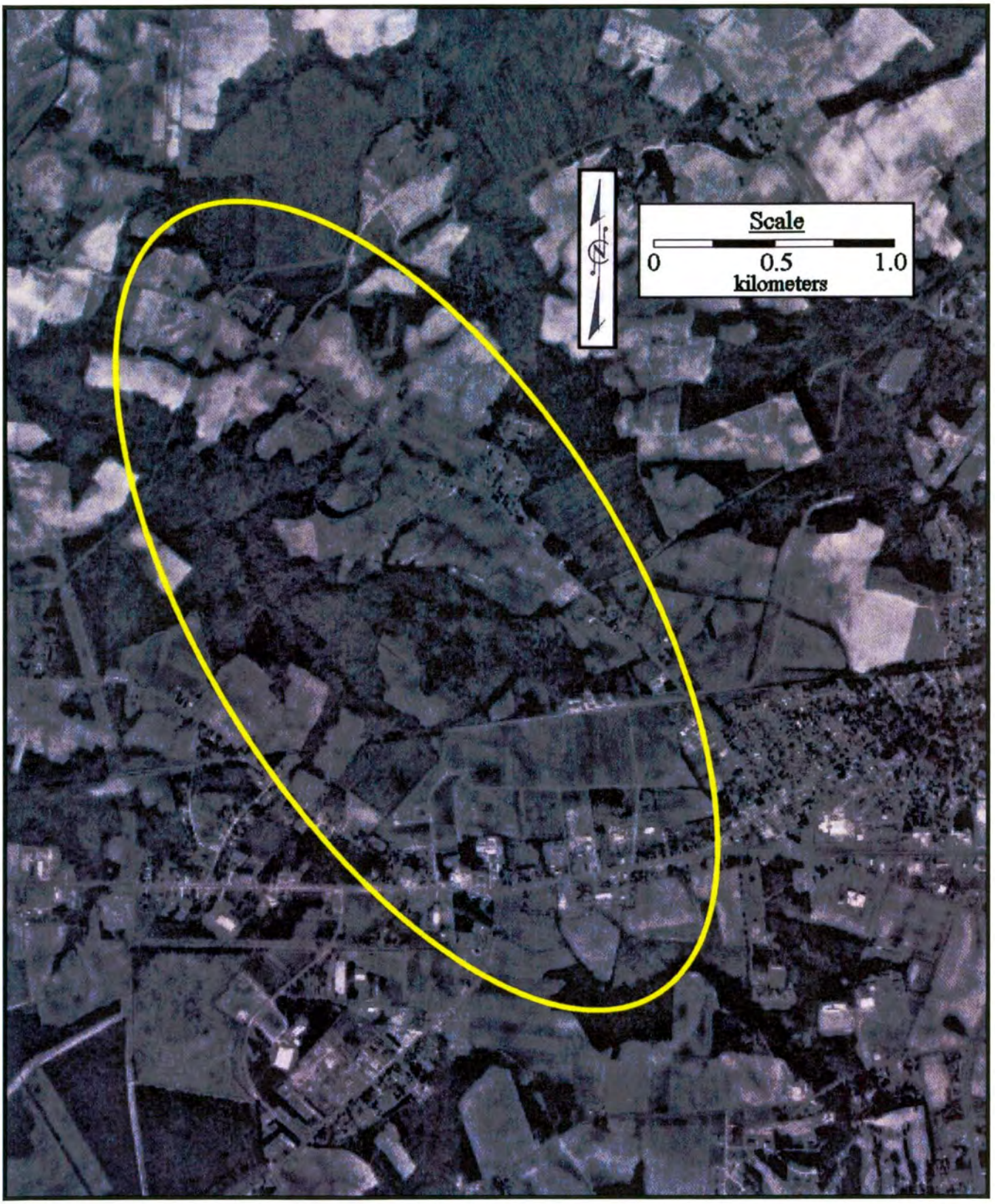


Figure 7: Aerial view of Area of Potential Effects and surroundings (Source: Terraserver image courtesy of the USGS)

# III. HISTORIC CONTEXT

The initial historic architectural survey report included a history of Martin County and contexts useful for understanding the historic resources located within and near the project area. Those are not repeated here. Rather, the following contexts were developed to better understand three particular resource types in the county: peanut buying stations, cemeteries, and drive-in movie theatres.

### *Peanut Farming and Processing*

The peanut reached North America by a circuitous route. It likely originated in South America and was brought from Brazil to Africa by the Portuguese. It was then probably carried west again by African slaves (Johnson 1964:7-30; Smith 2002:1-13).

Peanuts were historically associated with slaves and free blacks in the South. The principal antebellum peanut market was Wilmington, North Carolina. From 1833 the city's newspapers included wholesale prices for peanuts and free blacks sold them on Market Street prior to the Civil War. During the antebellum period, the most significant peanut growing region in the country was along the Cape Fear River, where they were raised commercially by 1818. In 1860 U.S. farmers produced about 150,000 bushels, two-thirds of which were grown in North Carolina. Peanut consumption was spreading north and west prior to the War. After its conclusion, export and consumption increased markedly, in part due to the exposure of Northern troops to peanuts during the conflict. Reflecting the growing popularity of the legume, the U.S. Department of Agriculture published an article on the culture, harvest requirements, and commercial importance of peanuts in 1868 (Johnson 1964:40-56, 80-81; Smith 2002:14-25).

In the late nineteenth century, Virginia became the country's principal peanut producer. North Carolina regained the production lead after 1909 (which it lost again later in the century). During the late nineteenth and early twentieth century, mechanization of the peanut harvest slowly came to the fields of North Carolina and Virginia. A cleaning and polishing machine was patented in Virginia in 1870 and by the 1880s machines that cleaned the pods were in use in Virginia and North Carolina factories. In 1903 the Ferguson Machine Company of Murfreesboro, North Carolina, began production of the first successful machine harvester. By 1920 mechanization of planting and harvesting was common (Johnson 1964:94-97, 117-128; Smith 2002:111-112).

In 1902 the peanut industry in North Carolina, Virginia, Georgia, and Tennessee was reportedly worth $10,000,000. The country's largest peanut market at that time was in Norfolk, Virginia. Before the decade was out, Suffolk, Virginia—closer to the fields along the eastern portion of the border of North Carolina and Virginia—had supplanted Norfolk (Johnson 1964:101, 141).

Peanut farming and production were transformed in the twentieth century by mechanization of harvesting and production; the development of an extensive advertising and promotional industry; the organization and centralization of the industry; and the close involvement of agricultural agencies and the federal government (Smith 2002:112-116). The historic importance of government policy cannot be underestimated: it continues to guide the market.

The following table summarizes the production of peanuts in North Carolina and its principal peanut-producing counties in 1910 (Thirteenth Census of the United States). It includes the top six peanut producing counties, by bushels, in the state. All six are located in northeastern North Carolina, which remains the heart of peanut cultivation in the state.

**Table 1: North Carolina Peanut Cultivation, 1910**

| | Bushels | Acres of Peanuts |
|---|---|---|
| Statewide | 5,980,919 | 195,134 |
| Bertie | 974,327 | 26,456 |
| Hertford | 685,547 | 20,591 |
| Halifax | 674,087 | 28,374 |
| Northampton | 658,495 | 25,868 |
| Martin | 645,317 | 16,396 |
| Edgecombe | 462,370 | 16,763 |

By 1930 (Fifteenth Census of the United States) the number of bushels produced in the state had increased by two-thirds. The same six northeastern counties had also increased production and remained the state's top peanut producers:

**Table 2: North Carolina Peanut Production, 1930**

| | Farms Reporting | Bushels | Acres of Peanuts |
|---|---|---|---|
| Statewide | 35,563 | 9,991,739 | 266,212 |
| Bertie | 3,208 | 1,673,592 | 33,244 |
| Northampton | 2,847 | 1,538,171 | 38,073 |
| Halifax | 2,884 | 1,344,422 | 29,543 |
| Hertford | 1,963 | 1,092,561 | 25,026 |
| Edgecombe | 1,630 | 812,521 | 16,989 |
| Martin | 2,304 | 723,787 | 18,579 |

In 1934 the federal government instituted programs to regulate the acreage, production, and price of peanuts (Smith 2002:116). By 1939 North Carolina's crop had reached a record production of about 285 million, and Virginia's about 190 million, pounds. Between them, the two produced almost 40 percent of the estimated total U.S. crop of 1,233 million pounds. North Carolina also had the highest per-acre production in the country at 1,150 pounds per acre (*News and Observer* October 11, 1939).

Three peanut producing regions appeared in the country in the early twentieth century: the Virginia-North Carolina belt along the eastern section of the border; the Southeast belt, centered in Georgia, Alabama, and Florida; and the Western belt on the New Mexico-Texas border, which later extended

into Oklahoma. Each focused and continues to focus on one type of peanut: the large Virginia peanut, often eaten from the shell, in Virginia-North Carolina; the runner peanut in the Southeast; and the small Spanish peanut in the west (Smith 2002; American Peanut Council 2005).

During World War II production continued to soar and the federal government lifted controls. Before the War, 1.9 million acres produced 1.4 billion pounds of peanuts. By 1942, acreage had soared to 3.5 million and production to 2.1 billion pounds. Prices had also leapt from 4.7 cents a pound in 1941 to 6.1 cents a pound in 1942. "For many southern farmers," peanut historian Andrew Smith (2002:103, 116) notes, "the returns from peanuts provided a major portion of their farm income."

Following the war, in order to stabilize the markets and as part of general federal agricultural policy, the government reinstituted controls. It subsidized a large export market and provided grants and loans. In 1977 the government instituted a two-tier price support system. The 1995 Farm Bill revised the system, but retained subsidies (Smith 2002:116; Johnson 1964:103-104). According to peanut buyer Ronnie Clark (2005) of Williamston, due to changes in farm policy, the peanut industry has consolidated heavily in the past few years. Virginia production has declined and North Carolina's has expanded and moved into counties further south of the state line.

F. Roy Johnson, in his history of peanuts, noted that after World War II significant advances were made in the production, harvesting, and handling of peanuts: "[By 1950] application of new tools and techniques had quickened and within ten years pre-war methods had been replaced entirely" (Johnson 1964:177). As part of these changes, the Dixie and Golden peanut buying stations inventoried below were established in the early 1960s. Into the late 1950s, farmers did not utilize buying stations of the Dixie and Golden type. They plowed up their peanuts, inserted peanut poles in the ground, and with pitchforks stacked the plants on the poles to dry in the field. They then carried the dried plants to a stationary combine, which separated out the peanuts from the hay. They then loaded the nuts, still in the shell, into bags. Farmers stored these bags in buildings such as sheds or tobacco barns until taking them to market for sale (Clark 2005; Williamson 1942).

In the mid and late 1950s, artificial drying, as well as bulk handling and buying, started to become popular in the Virginia-North Carolina region. This process, which remains in place today, introduced the drying of peanuts in wagons with forced air, and the sale of peanuts in bulk rather than in bags at bulk buying stations. An article in the Fall 1957 edition of the *Virginia-Carolina Peanut News*, a trade publication for the two-state region, described the transition. It noted that bulk buying had been popular in the Southeast region for a number of years and that within the past four years it had moved north and handled 45 percent of Virginia's crop. It observed that: "This movement has penetrated into North Carolina....So great was the satisfaction in this method of handling fresh peanuts that the farmers and buyers in those areas are making every effort to expand this system of handling the crop." It continued presciently:

> When this form of peanut harvesting becomes an adopted practice through [re]search, it is anticipated that most peanuts will move to market in the bulk form. There were three bulk stations in operation in North Carolina in 1956 and it is reported that there are four additional stations being readied to handle bulk this season....This is another progressive step which will reduce the cost of handling which should be reflected in profits to both farmers and buyers.

Bulk buying did indeed become the standard in the early/mid 1960s.

In 1962 the peanut was the fourth money value field crop in North Carolina. The state's "great peanut belt" was described as running from Greenville northeast to the Virginia state line with Rocky Mount

at the western edge and Hertford at the east. Production in this belt exceeded that of Virginia. Other peanut-producing areas in the state were centered on Elizabethtown-Whiteville, Chadbourn, Bladenboro, and Hampstead (*News and Observer* February 19, 1962).

A recent description (Smith 2002:112) summarizes harvesting and the sale and grading of peanuts. With one variable, it applies to Martin County and probably the entire Virginia-North Carolina peanut region:

> Today, peanuts are harvested 120 to 160 days after planting, usually in September and October. Harvesting can be done fairly quickly. The farmer drives a tractor with a digger-shaker attachment along the rows of peanuts. The digger's blades loosen the peanuts and cut their tap roots. Just behind the blade, a shaker lifts the plants from the ground, removes the soil from the peanuts, and places the plants upside-down on the ground to dry in the sun for a few days. When the plants are dry, the farmer drives a combine through the rows to pick the peanuts off the vines. The peanuts are collected in a hopper and the plants are dropped back on the ground, where they can be baled for cattle feed or mulched into the soil. From the hopper, the peanuts are loaded into wagons fitted with forced-air dryers that remove any remaining moisture. At the buying station, the peanuts are weighed, graded, and inspected to determine quality and value.

In Martin County, large planters dry their crop with forced air in peanut wagons prior to bringing it to the buying station. Smaller farmers have the peanuts dried at the buying station. After drying, the peanuts are weighed, graded, inspected, and stored at or shipped directly out from the buying station (Clark 2005; Griffin 2005).

By 2003 North Carolina had slipped to fourth in the country in peanut production at 320 million pounds. It trailed Georgia (by far the largest producer), Texas, Alabama, and Florida. Virginia, passed in production by Oklahoma as well, had slipped to seventh (American Peanut Council 2005).

### *Peanut Cultivation and Bulk Purchasing in Martin County*

C.B. Hassell, in an August 1944 account in Williamston's newspaper, *The Enterprise*, summarized the history of the peanut in Martin County and Tom Butchko (1998) included a brief account in his county architectural history. Hassell averred that John D. Simpson, who lived between Williamston and Everetts, was the first county farmer to cultivate peanuts for market. He sold them to local mercantilist John D. Biggs about 1885. In 1886 William Slade began buying peanuts and "the movement began to spread, more farmers planting and more merchants buying." Fieldworkers picked the crop by hand and shipped the peanuts to commission men in Norfolk, who sold them to the mills. A farmer who produced 100 bags was a big planter (*The Enterprise* August 1944). In 1889 the county's first reported peanut crop was raised on 841 acres. Ten years later the crop acreage had increased more than nine-fold to 7,821 (Butchko 1998:24). .

Individual brokers and businesses soon arose to market the crop. In 1901 the short-lived Hamilton Milling Company was chartered to "clean peanuts, gin cotton, and grind corn". Also in 1901, another short-lived enterprise, the Gold Point Peanut Company, was established to "clean, buy, and sell peanuts" (Butchko 1998:25). Production and marketing success, however, awaited advances in the fields and consequent increased crop yields.

Between 1908 and 1910, peanut picking machines began to appear in Martin County's fields and production greatly increased. R.H. Weaver of Gold Point owned and operated one of the first pickers in 1908 (Butchko 1998:24). By 1910 many large merchants in the agricultural supply business

began to purchase peanuts and mills began to send buyers to Martin County and other production centers to purchase the crop directly from these merchants or the farmers. Wagons hauled the peanuts either to the Roanoke River for loading onto boats or to the train station, from which the buyers shipped them to mills in Suffolk, Smithfield, Wakefield, and Norfolk, Virginia. There were buyers in all of the larger towns of the county, including Robersonville, Hamilton, Jamesville, Everetts, and Williamston.

In 1907 the Virginia-Carolina Peanut Company incorporated and soon erected the county's first cleaning, warehousing, and marketing facility in Williamston. In 1915 the facility burned to ground. The Roanoke Peanut Company erected a four-story mill in 1915 that "began business under a bright and promising future," but followed its predecessor into the flames in the same year. Rather than rebuilding, the founders of the Roanoke mill became representatives of large peanut companies. In 1930 or 1932 the Columbian Peanut Company erected a mill in central Williamston near the tracks which, though no longer in use, still stands. Local farmers sold their crops to the Columbian mill and others in Virginia and North Carolina, including two in Edenton (Butchko 1998:24-25; Hassell 1944). Peanuts are no longer milled in Martin County, but the county retains about eight buying stations (Clark 2005; Griffin 2005).

In 2005, at the cusp of the planting season, Georgie Griffin, an owner of the Golden Peanut Buying Station (#23), and Ronnie Clark of the Dixie Peanut Company in Williamston summarized the operations of local buying stations and the farmers that utilize their services as follows. Local farmers purchase seed peanuts in the spring and plant them in April or May. Beginning in September, they pick and turn (or invert) their peanut plants. After a few days of preliminary drying in the field, the farmers load the peanuts into peanut trailers or wagons that they own or that are proved by the companies that operate the buying stations. Large farmers mechanically dry their crop further on their farms and then take it to the buying station; others take it directly to the station. Mechanically dried or not, the crop is hauled to the buying station in peanut trailers.

Those peanut trailers that arrive directly from the fields are placed in roofed, open-walled drying sheds. Drying units consisting of propane-powered fans connected to large hoses and ducts blow warm air into the trailers, further drying out the peanuts. These units typically dry six trailers at a time. Depending on the weather, the process takes one or two days. The mechanically dried peanuts are then weighed on a scale. (Those farmers who have already mechanically dried their crop haul it directly to the scale.) The trailer is then pulled to a nearby open-framework grading sampler, where a pneumatic tube drops into the peanuts and sucks up five core samples. North Carolina Department of Agriculture personnel grade the samples on site. To be accepted, the peanuts must have a moisture content not exceeding ten percent. Those with a moisture content below five percent may be purchased, but with a penalty.

Following grading, the trailer is hauled to an overhead or dumper/elevator, where it is tipped on end, spilling the peanuts through a grate on the floor onto the shelves of an elevator. The elevator deposits the peanuts directly into trucks for shipment or carries them into a warehouse, where they are stored until shipped off to a processing plant.

The operations are substantial. The Golden Peanut Buying Station west of Williamston, for example, handled 11.8 million pounds of peanuts in 2004. Its warehouse has two bins, one with a capacity of about two million pounds, the other with a capacity closer to three million pounds (Griffin 2005).

Two peanut buying stations that had initially been determined not worthy of further investigation were inventoried for the addendum. This additional survey, which determined that they contain no 50-year-old components and are not of exceptional importance, continues to recommends that they

are not Register-eligible. In order to provide further information on the history and architecture of bulk drying, purchasing, and warehousing of peanuts—a topic on which little has been written in North Carolina—the Golden Peanut Buying Station is addressed in the following section in more detail than is usually given to non-eligible resources. The Dixie Peanut Buying Station (#33), which is no longer used as a drying and purchasing facility, but only as a warehouse, is addressed in a more typical, summary fashion.

### *Drive-In Theatres*

The following summary of the early history of the drive-in movie theatre was written by Richard Silverman, an architectural historian with NCDOT, as part of the assessment of the widening of US 1 Business/TIP # R-2503 in Henderson, North Carolina (Silverman 1999). Within the APE of this project, a drive-in theatre stood.

> In his book, *Main Street to Miracle Mile*, Professor Chester H. Liebs pioneered a scholarly study of commercial architecture in the United States. A chapter of his book is devoted to the study of drive-in theatres, a building type which is an American invention, and one that has not changed significantly since its inception in the early 1930s's [Liebs 1985:153-167].
>
> According to Liebs, the concept for the drive-in theatre was conceived by Richard M. Hollingshead, Jr. in the early 1930's. Hollingshead experimented with the idea of showing movies outdoors by setting up a projector on the hood of his car and aiming it at his garage. He further developed the idea into a commercially viable concept that was protected by a patent granted in 1933. In the patent, a car is shown entering a driveway, passing through a collection booth, driving to an empty "stallway" on one of the radiating ramps to watch a movie on a screen framed by a "screen house." This format has remained largely constant since Hollingshead's patent was originally issued in the 1930's [Liebs 1985:153].
>
> With the help of a cousin who owned a chain of parking lots, Hollingshead built the first drive-in theatre on a busy thoroughfare in Camden, New Jersey, a city located just outside of Philadelphia, Pennsylvania. With the success of this project, Hollingshead formed a company called Park-In Theatres which sold prospective investors the right to use the drive-in concept. Aware of the success of the pioneering Camden theatre, an investor purchased rights to the drive-in concept and constructed the second drive-in theatre in Los Angeles, California in 1934. By 1945, there were 102 drive-in theatres operating in the United States [Jennings 1990:145].
>
> After World War II, the design and construction of drive-in theatres in the United States began in earnest. Made possible by an increase in automobile ownership, a rise in family incomes, post-war population increases, and the rapid expansion of development in suburban areas, the number of drive-in theatres increased to more than 1,700 by 1950 [Liebs 1985:157]. A year prior, the U.S. Supreme court ruled that the drive-in theatre was not a patentable idea, and thus open air theatres could now be built by anyone [Anderson 1989:37]. As a result, there was a boom in drive-in theatre construction between the years 1950 and 1958, pausing only in 1951 during a non-essential construction ban due to the Korean War [Anderson 1989:162]. ...

> After its peak of popularity in 1958, drive in theatres began a period of decline that has yet to be reversed. This national trend certainly mirrors the decline of drive-in theatre popularity in North Carolina. Between 1948 and 1954, the number of drive-in theatres in North Carolina increased from 66 to 206. In 1958, the number of drive-in theatres peaked at 209 and then began a steep decline to only 23 by 1987. In 1999, there are approximately 12 drive-in theatres remaining in North Carolina. There are many reasons cited for the decline of drive-ins, among them, the advent of television and later VCR's. Others suggest that the drive-in format was simply a novelty that began to wear off by the end of the 1950's. Financial pressures associated with the rise of land costs in outlying areas have also made many drive-in theatres uneconomical [Liebs 1985:162].

The most current incarnation of a website devoted to drive-in theatres includes an electronic version of a 1948 catalog of drive-in theatres. This catalog listed 78 drive-ins (one under construction) in North Carolina. The site also identifies by name approximately 206 drive-ins that historically stood in the state (www.drive-ins.com). As the following table indicates, since 1999, the number of drive-in theatres open in North Carolina has dropped from a dozen to seven.

**Table 3: Active North Carolina Drive-In Theatres, 1999 and 2005**

| Name | Location | Status - 1999 | Status - 2005 |
|---|---|---|---|
| Badin Road Drive-In | Albemarle | Open | Open |
| Bel-Air Drive-In | Walkertown | Open | Closed |
| Belmont Drive-In | Belmont | Open | Open |
| Bessemer City Drive-In | Kings Mountain | Open | Open |
| Bright Leaf Drive-In | Mount Airy | Open | Open |
| Eden Drive-In | Eden | Open | Open |
| Fort 1-2-3 Drive-In | Fayetteville | Open | Closed |
| Raleigh Road Outdoor Theatre | Henderson | Open | Open |
| Starlite Drive-In | Durham | Open | Closed* |
| Sunset Drive-In | Shelby | Open | Open |
| Tri-City Drive-In | Forest City | Open | Closed |
| Waynesville Drive-In | Waynesville | Open | Closed |

* = Starlite Theatre burned in 2004. The owners plan on reopening it in 2005.

Eleven of the 206 drive-ins were located within 50 miles of Williamston. The most convenient were Williamston's Twilite Drive-In (#68) and Robersonville's Sundown Drive-In. The others were the Ahoskie Drive-In; Brooks Drive-In, and Pungo Drive-In in Pantego; Co Drive-In in Chocowinity; a drive-in in Rocky Mount; the Meadowbrook Drive-In, Tice Drive-In, and the Open Air in Greenville; and Washington's Park View Drive-In. The theatres ranged in size from a capacity of 125 (Brooks Drive-In) to 350 cars (Meadowview, Park View, and Tice).

A determination of the disposition of all of these drive-ins is beyond the scope of this project. However, some information is available from field views and www.drive-ins.com. Part of the Twilite Drive-In still stands, but Martin County's other drive-in, the Sundown in Robersonville, is gone. The Meadowbrook Drive-In in Greenville was destroyed by a hurricane in 1988; government housing now occupies its site. The Tice Drive-In, also in Greenville, was torn down and supplanted by a gas station and restaurant. At the site of Washington's Park View Drive-In, the third of the 350-car theatres, only a ticket and projection booth survive.

***Martin County Cemeteries***

In order to better assess the eligibility of the Slade Family Cemetery, a number of early Martin County cemeteries were researched and photographed for the addendum. This work was not comprehensive or exhaustive, but it begins to provide a picture of the appearance and nature of the county's cemeteries. Photographs were taken at, and some information was gathered on, the following cemeteries:

**Table 4: Sample of Martin County Cemeteries**

| Name/(County Cemetery Recordation Number)/Location | Pre-1800 Burials | 1800-49 Burials | 1850-99 Burials | 1900-49 Burials | 1950-75 Burials | Total Burials* |
|---|---|---|---|---|---|---|
| *Sherrod Cemetery* (#315), Ray Turner Road, Goose Neck Township | 0 | 1 | 6 | 1 | 0 | 8 |
| *Williams Cemetery* (#331), NC 903, Goose Neck Township | 0 | 7 | 2 | 13 | 3 | 25 |
| *Manning Cemetery* (#404), Manning Road near Maple Grove Church Road, Griffins Township | 0 | 0 | 1 | 38 | 10 | 49 |
| *Martin Cemetery* (#?), NC 171 near Manning Road, Griffins Township | 0 | | | | | no data located |
| *St. Martins Episcopal Church Cemetery* (#518), NC 903, Hamilton | 0 | 0 | 11 | 10 | 0 | 21 |
| *Skewarkey Church Cemetery* (#1041), NC 17, Williamston | 0 | 1 | 18 | 15 | 4 | 39 |
| *(Penny) Slade Cemetery*(#1034), NC 125, Williamston Township | 1 | 4 | 6 | 8 | 0 | 19 |
| *Old Woodlawn Cemetery* (#1051), NC 125, Williamston | 0 | 1 | 64 | 71 | 9 | 154 |

* = not all markers are legible, so total does not necessarily match preceding breakdown

Martin County is graced with many notable individual grave markers, cemeteries, and wrought-iron fences enclosing family cemeteries and plots. It has many individual family cemeteries. Some of these are located in the countryside; others are concentrated within larger cemeteries, most notably the old and new sections of Woodlawn Cemetery in Williamston and the Skewarkey Church

Cemetery, also in the town. Cemeteries, both small and large, additionally stand alongside county churches and the sites of no-longer-extant churches. All or almost all of the county's cemeteries were inventoried by local individuals in 1976 (Hardy 1976). The lists of cemeteries and those buried in them are included in three three-ring binders in the Martin County public library in Williamston. (The numbers attached to the cemeteries in the table above come from this inventory.) The inventory is an extremely useful resource, although it lacks maps and precise directions, which makes it difficult to locate many of the cemeteries. Additionally, Tom Butchko, in his 1998 architectural history and inventory of Martin County, includes references to family graveyards in individual building entries and photographs of and information on a small number of cemeteries, including Woodlawn, St. Martins Episcopal Church, and the Manning Family Cemetery.

Among the earlier markers identified in the cemeteries referenced above and in Butchko are those of three Slades—Mary (1778-1780), Henry (1810-1819), and Jeremiah (1774-1824)—at the Slade Cemetery (Plates 1, 2, and 3) east of Williamston and those of Jeptha A. Barnes (1790-1818), Thomas Edward Collins (1822-1838), and Priscilla Williams (c.1781-1836) at the Williams Cemetery in eastern Martin County (Plates 4 and 5). These markers, either headstones or ledgers, are generally modestly finished. Their principal adornment comes from baroque, scalloped tympanums and carefully executed lettering.

The finest and most ornate markers are those that date from the last half of the nineteenth century and the first quarter of the twentieth. One such notable marker, adorned with calla lilies carved into a quatrefoil tympanum, stands in the Slade Cemetery—the headstone of Bessie Rhodes Maultsby (1833-1868) (Plate 6). Numerous other fine markers are found in cemeteries throughout the county, particularly in the many family plots of the old and new sections of Woodlawn Cemetery. These markers, in addition to headstones, take the form of obelisks, statuary, crosses, pedestal tombs, ledgers, and faux tree trunks. Among the many notable markers at Old Woodlawn are the draped pedestal tomb of W.H. Carstarphen (1823-1894); the faux tree marker of Susan Burroughs (1873-1891) and obelisk of Marion Burroughs (1847-1899); and the Gothic-arch-pierced and tree-adorned, Woodmen of the World, pedestal tomb of Joseph M. Sitterson, Jr. (1875-1900) (Plates 7, 8, and 9). The newer section of Woodlawn Cemetery, not included in the table above, has, among its stones, an angel (Carrie A. Biggs Morrison); a tall, scoop-shouldered marker (Fannie S.A. and John Dawson Biggs); and the piston-like obelisk of Dennis S. Biggs (1873-1907) (Plate 10).

The Manning Cemetery in Griffins Township in eastern Martin County includes carved blocky headstones, tall upright tablets, obelisks, and the dove-topped pedestal tomb of Sarah Margaret Manning (1841-1900) (Butchko 1998:213) (Plate 11). Obelisks, including the tall, draped marker of Thomas B. Martin (1891-1920), are scattered amidst the headstones of the Martin Cemetery in Griffins Township (Plate 12). The Skewarkey Church Cemetery in Williamston includes the densely inscribed, segmental-arched headstone of Elder Cushing B. Hassell (1809-1890), one of Martin County's most prominent nineteenth-century residents (Plate 13). Typical of the notable markers in the western section of the county are the carved cross of Mary Darden (1844-1906) and obelisk of Harriett Elizabeth Darden (1875-1916) at the small cemetery of St. Martins Episcopal Church in Hamilton; and the tall, twin obelisks of Sallie Sherrod Howell (1841-1863) and Susannah Sherrod Howell (1845-1870) at the Sherrod Cemetery in Goose Neck Township in the eastern part of the county (Plates 14 and 15).

At least as notable as the individual markers are the many intact fences that frame Martin County's family cemeteries. One, still upright if unmaintained and overgrown, surrounds the Slade Cemetery (Plate 16). It was wrought by the Stewart Fence Company of Cincinnati. Butchko (1998:392) notes the

prevalence and importance of fences at the old section of the Woodlawn Cemetery (Plates 17, 18, and 19):

> Much of the cemetery's artistic character is supplied by eleven handsome wrought-iron fences that enclose family plots. While only two of these indicate their manufacturer—the Stewart Fence Company of Cincinnati, Ohio—others no doubt came from this prolific manufacturer as well. Remarkably, ten of the fences retain their gates, and the nameplates proclaim the names of families prominent in the town's past: Bennett, Burroughs, W.A. Ellison, Hassell, Latham, J.J. Martin, and W.A. Weathersbee. Other fences enclose plots of W.H. Carstarphen, J.A.P. Lane, Seth S. Newell, and Ezekial S. Whitley.

Metal fences also frame family plots at the Skewarkey Church Cemetery (Plates 20 and 21). Perhaps less attractive, but equally striking, is the wall ringing the Manning Cemetery, formed of openwork concrete blocks (Butchko 1998:213) (Plate 22). Even more unusual and grand are the two pavilions erected in the early twentieth century in the newer section of Woodlawn Cemetery—the D.S. Biggs Pavilion (1907) and the later Mobley-Cowan Pavilion (Butchko 1998:392-393) (Plate 23).

Butchko (1998:219) has identified some of the stone carvers and yards that produced markers for Martin County graves. The headstone of Sallie E. Miller Long (1867-1888) at St. Martins was carved in the Baltimore stoneyard of A.H. Lyeth. Of some of the markers in the old section of Woodlawn Cemetery, he writes (Butchko 1998:392) (Plates 24 and 25):

> The Gaddess firm of Baltimore, one of the east coast's leading ornamental stoneyards during the nineteenth century, provided a tablet with bas relief for the grave of Mary S. (Lucas) Weathersbee (1839-1874), with similar, but unsigned stones marking the graves of her husband, William A. Weathersbee (1831-1887), and Lavinia (Hassell) Weathersbee (1837-1970). The Cooper stoneyard in Raleigh supplied two stones in the cemetery: the grand monument [of] Joseph J. Martin (1833-1900), composed of graduated tiers topped by a (now-fallen) urn and invigorated with incised decoration in the Eastlake manner; and an eloquent tablet memorializing Joshua Lawrence Ewell (1830-1905) that illustrates two hands shaking in friendship.

A complete inventory of the art and design of Martin County's cemeteries would likely uncover the names of additional stoneyards that provided markers to the local market.

Plate 1: Slade Cemetery – headstone of Mary Slade

Plate 2: Slade Cemetery – headstone of Henry Slade

Plate 3: Slade Cemetery – ledger of Jeremiah Slade


Plate 4: Williams Cemetery – headstones of Thomas Edward Collins in foreground and Jeptha A. Barnes to rear

Plate 5: Williams Cemetery – ledger of Priscilla Williams in foreground


Plate 6: Slade Cemetery – headstone of Bessie Rhodes Maultsby at right

Plate 7: Old Woodlawn Cemetery – draped pedestal tomb of W.H. Carstarphen at center

Plate 8: Old Woodlawn Cemetery – faux tree marker of Susan Burroughs at left and obelisk of Marion Burroughs at right

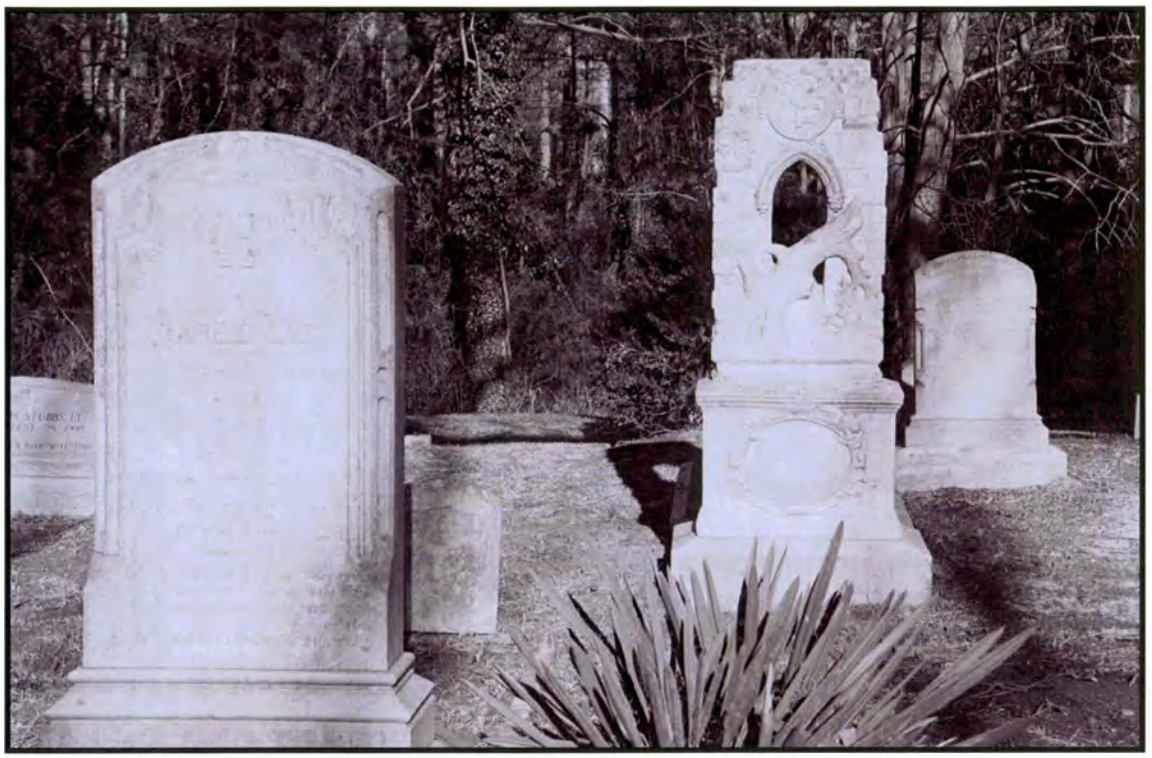

Plate 9: Old Woodlawn Cemetery – pierced pedestal tomb of Joseph M. Sitterson, Jr. at center, a rare eastern North Carolina example of a specially commissioned Woodmen of the World gravemarker

Plate 10: New Woodlawn Cemetery – obelisk of Dennis S. Biggs at right; note variety of other markers in family plot

Plate 11:Manning Cemetery – dove-topped pedestal tomb of Sarah Margaret Manning at right center; note other types of headstones in family cemetery


Plate 12: Martin Cemetery – obelisks and headstones, including draped obelisk of Thomas B. Martin


Plate 13: Skewarkey Church Cemetery – headstone of Elder Cushing B. Hassell at right

Plate 14: St. Martins Episcopal Church Cemetery – obelisk of Harriett Elizabeth Darden at left and floriated cross above grave of Mary Darden at right

Plate 15: Sherrod Cemetery – twin obelisks of Sallie Sherrod Howell and Susannah Sherrod Howell

Plate 16: Slade Cemetery – fence wrought by Stewart Fence Company of Cincinnati, Ohio

Plate 17: Old Woodlawn Cemetery – Burroughs family plot and wrought-iron fence

Plate 18: Old Woodlawn Cemetery – Hassell family plot and wrought-iron fence

Plate 19: Old Woodlawn Cemetery – Latham family wrought-iron fence to rear of Ellison family plot

Plate 20: Skewarkey Church Cemetery – family plots and fences

Plate 21: Skewarkey Church Cemetery – family plots and fences


Plate 22: Manning Cemetery – openwork, concrete-block wall enclosing family cemetery


Plate 23: New Woodlawn Cemetery – D.S. Biggs Pavilion

Plate 24: Old Woodlawn Cemetery – tall headstones with bas relief carving at Weathersbee family plot; marker of Mary S. Weathersbee, carved by Gaddis firm of Baltimore, at left

Plate 25: Old Woodlawn Cemetery – clasped-hands-adorned headstone of Joseph Lawrence Ewell, second from right, carved by the Cooper stoneyard of Raleigh

# IV. PROPERTY INVENTORY AND EVALUATIONS

***Resources Recommended Not Eligible for National Register Listing***

## GOLDEN PEANUT BUYING STATION (#23)

**South side of NC 125, 2.1 miles east of junction with SR 1421, Williamston vicinity, Martin County**

### *History*

The Golden Peanut Buying Station was established about 1963 during the period, which began in the late 1950s, that North Carolina farmers shifted from individual peanut drying to bulk peanut drying and selling. The buying station's resources and their dates of construction are, in chronological order, the following: Overhead (c.1963), Drying Shed No. 1 (c.1963), Drying Shed No. 2 (c.1963), Office (c.1968), Warehouse (c.1978), Dumper/Elevator (c.1978), Drying Shed No. 3 (c.2002), and Drying Shed No. 4 (c.2003) (Griffin 2005). The open grading sampler dates from post-1963.

The station handles about six different kinds of seed peanuts, all of the Virginia type. (Seed peanuts are for planting, though excess seed peanuts are processed and eaten.) Some farmers bring their crops to the station already mechanically dried. Others utilize the facilities drying sheds and blowers. All of the peanuts brought to the station are tested for moisture content, graded, and sold. They are then stored in the warehouse, which holds about three million pounds, or shipped directly from the facility. The kinds of peanuts must be kept separate, so only two are stored in the two-bin warehouse, while the others are immediately shipped out. One bin holds two million pounds, the other three (Griffin 2005).

From September through November, the buying station is extremely busy. At the heart of the season, it operates around the clock. In 2004 the station handled 11.8 million pounds of peanuts. Five million of these were stored in the warehouse. By the end of March, as the planting season approaches, the warehouse has been emptied (Griffin 2005).

### *Description*

There are nine standing resources at the Golden Peanut Buying Station. They are stretched along an open sandy parcel of land on the south side of NC 125, about two miles west of Williamston (Plates 26 and 27).

*Drying Shed No. 1 (c.1963) [A on sketch map (Figure 8)]:* Long, open-sided pole barn with wood poles supporting wood trusses and metal gabled roof. Weatherboarded gable ends (Plate 28).

*Drying Shed No. 2 (c.1963) [B]:* Long, open-sided pole barn with wood poles supporting wood trusses and metal, gabled roof. Weatherboarded gable ends (Plate 29).

*Drying Shed No. 3 (c.2002) [C]:* Long open-sided pole barn with steel posts and beams supporting gabled metal roof (Plate 30).

*Drying Shed No. 4 (c.2003) [D]:* Long open-sided pole barn with steel posts and beams supporting gabled metal roof (Plate 31).

*Grading Sampler (post-1963) [E]:* Open steel framework supporting elevated pneumatic sampler (Plate 32).

*Office (c.1968) [F]:* Small, one-story, L-shaped, composition-board-sided building that looks like a manufactured house or trailer (Plate 33).

*Overhead (c.1963) [G]:* Metal-sided building raised on wooden posts. Contains open bays for trucks and peanut trailers; small, elevated, metal-sided, gabled, storage building; and soaring peanut elevator. Lower open shed holds a metal bar which, placed beneath a trailer and hoisted up on metal chains, dumps the trailer's peanuts through a grate on the floor that leads to the elevator (Plates 34 and 35).

*Dumper/Elevator (c.1978) [H]:* Open metal shed faced on two sides with corrugated-metal siding and topped by metal shed roof. Lower open shed operates like overhead. Holds a metal bar which, when placed beneath a trailer and hoisted up on metal chains, dumps the trailer's peanuts through a grate on the floor that leads to the elevator. Peanuts in elevator can be dumped into warehouse or diverted into tubes and fed directly into trucks for shipping (Plate 36).

*Warehouse (c.1978) (I):* Large, rectangular, gabled, metal-sided and –roofed building connected to Dumper/Elevator by elevator tubes (Plate 37).

***Evaluation***

All of the resources that comprise the Golden Peanut Buying Station are less than 50 years old. A number of other peanut buying stations of similar vintage stand in Martin and surrounding counties: the resource is therefore not believed to be of "exceptional importance" (National Register Criteria Consideration/Exception G). Accordingly, it is not recommended as eligible for National Register listing.

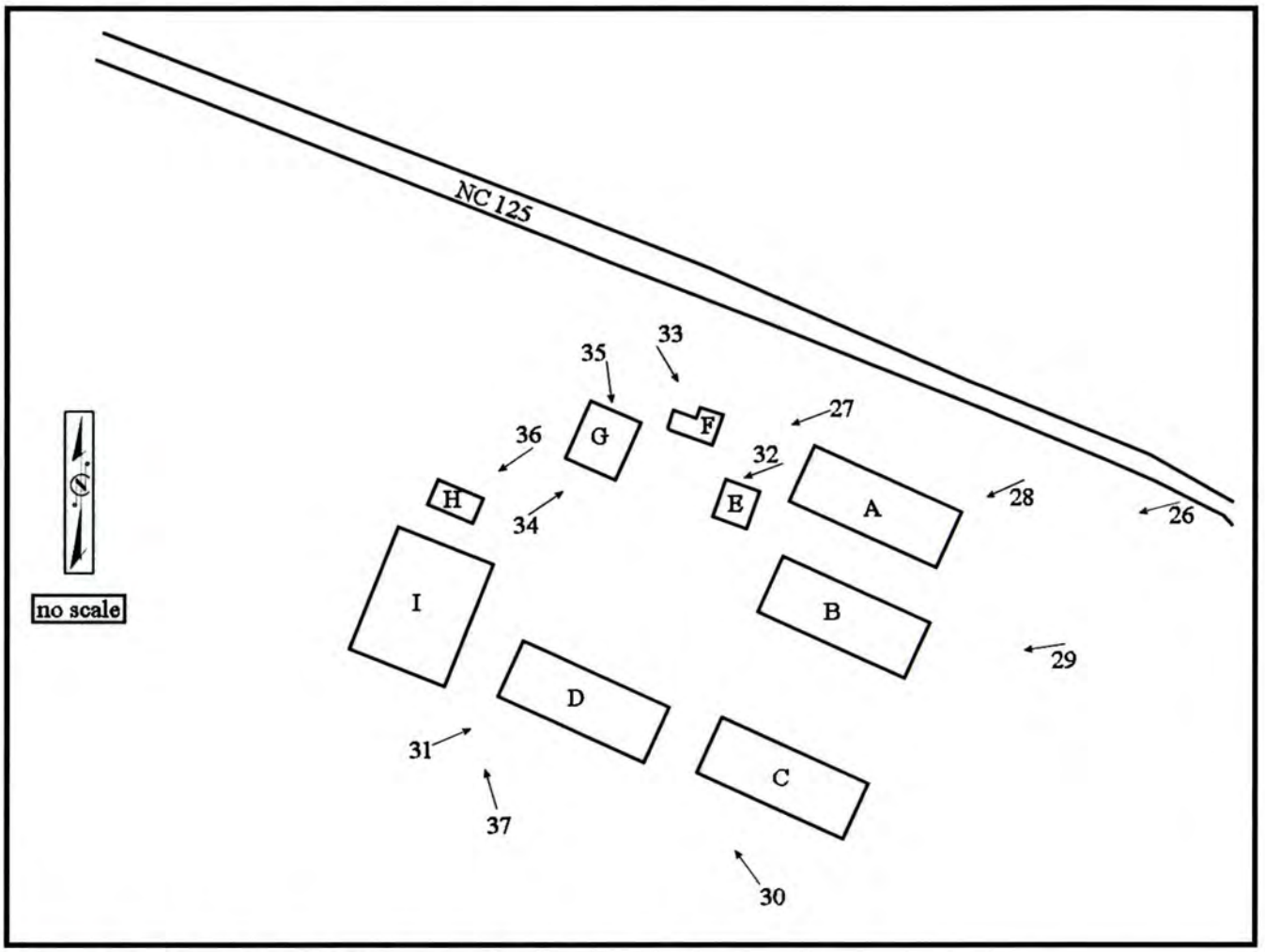

Figure 8: Photo angle and sketch map of Golden Peanut Buying Station

Plate 26: Golden Peanut Buying Station – looking southwest at Drying Shed No. 1, No. 2, and No. 3 in foreground and Warehouse, Overhead, and Office in background

Plate 27: Golden Peanut Buying Station – looking southwest at Grading Sampler at left, Warehouse at left center, Overhead at right center, and Office at right

Plate 28: Golden Peanut Buying Station – east end of Drying Shed No. 1 [A]; note dryer and flanking peanut trailers

Plate 29: Golden Peanut Buying Station – looking southwest at Drying Shed No. 1 [A] at right, No. 2 [B] at center, and No. 3 [C] at left

Plate 30: Golden Peanut Buying Station – looking northwest at Drying Shed No. 3 [C] at right, Drying Shed No. 4 [D] at center, and Warehouse [I] at left

Plate 31: Golden Peanut Buying Station – looking northeast at Drying Shed No. 4 [D]

Plate 32: Golden Peanut Buying Station – looking southwest at Grading Sampler [E]

Plate 33: Golden Peanut Buying Station – looking northeast at Office [F]

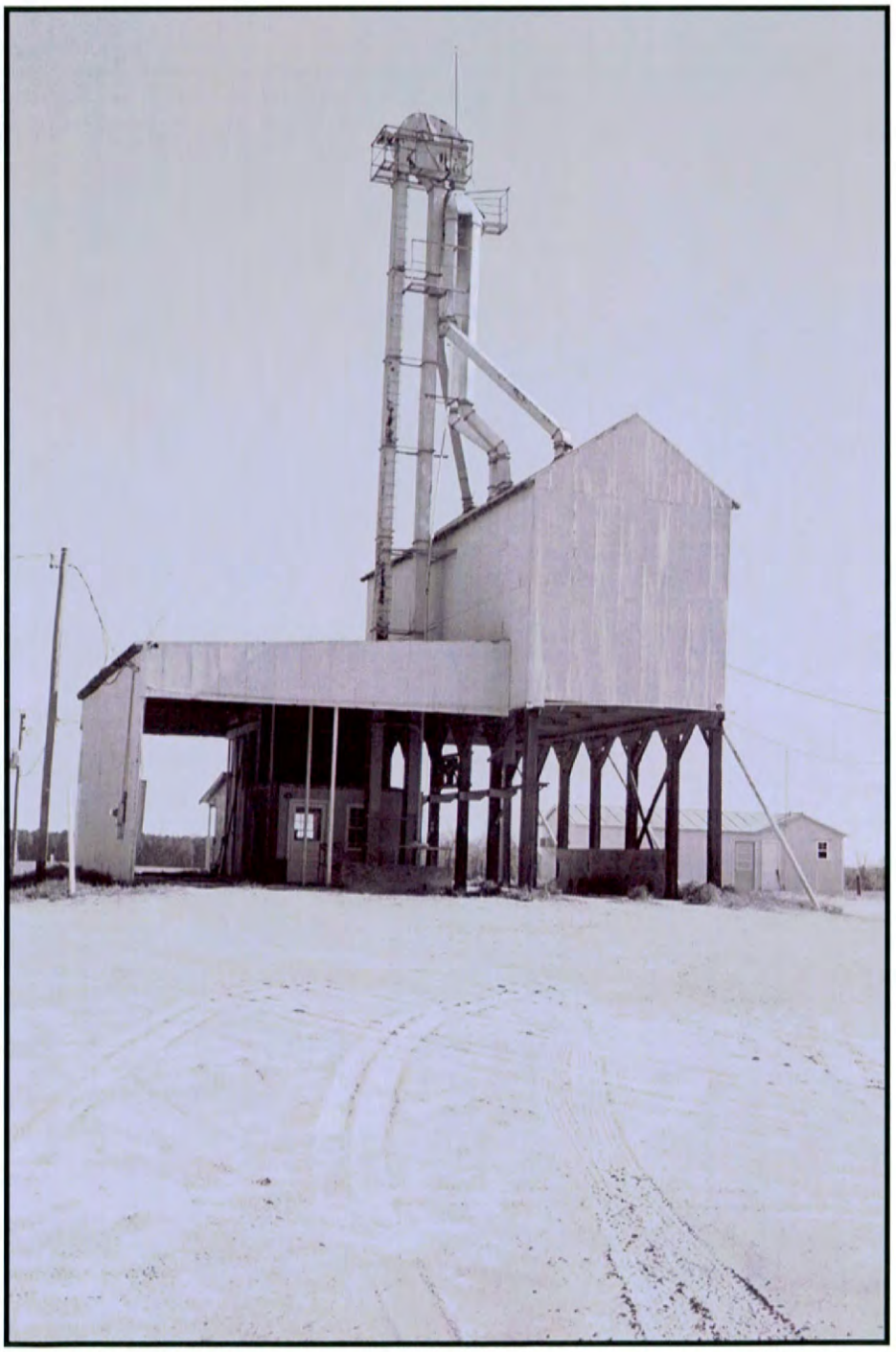

Plate 34: Golden Peanut Buying Station – looking northeast at Overhead [F]

Plate 35: Golden Peanut Buying Station – interior of Overhead [F]; plate for lifting trailers in foreground, dumping grate to rear

Plate 36: Golden Peanut Buying Station – looking southwest at Dumper/Elevator [H] at center and Warehouse [I] at left; Baboloo Knits factory at far right

Plate 37: Golden Peanut Buying Station – looking northwest at Warehouse [I]

## DIXIE PEANUT BUYING STATION (#33)

### South side of NC 125, 0.3 miles west of junction with SR 1421, Williamston vicinity, Martin County

***History***

The Dixie Peanut Buying Station was built, probably beginning in the early/mid 1960s, as a drying facility, buying station, and warehouse for bulk peanuts. Dixie Peanut is now part of the Williamston Peanut Company in Williamston, which in turn is owned by the Severn Peanut Company of Severn, North Carolina. Williamston Peanut is the predecessor of the Columbia Peanut Company and owns that company's early 1930s' peanut mill, which is no longer operated, in downtown Williamston along the railroad tracks. Although the mill is no longer operated, the company continues to grade and warehouse peanuts at the in-town facility. The Dixie Peanut Buying Station is now used solely to warehouse seed peanuts (Clark 2005).

***Description***

The Dixie Peanut Buying Station extends along the south side of NC 125 about three-and-a-half miles northwest of Williamston (Figure 9). It consists of seven principal buildings, some of which were built in more than one phase. All of the buildings have wooden frames topped with metal roofs. Those buildings which are not open are also sided in metal. At the east end of the complex are a large, rectangular, gable-roofed warehouse and two open, gable-roofed, drying sheds (Plates 38 and 45). At the center of the complex is an irregularly shaped warehouse that has shed-roofed storage components, dumper/elevators, a grading sampler, and storage silos (Plates 39 and 40). To its west is a long, rectangular building with a dumper/elevator and tall, wide silos at its western end (Plates 41 and 44). Two drying sheds anchor the complex's western end (Plates 42 and 43).

***Evaluation***

All of the resources that comprise the Dixie Peanut Buying Station are less than 50 years old. A number of other peanut buying stations of similar vintage stand in Martin and surrounding counties: the resource is therefore not believed to be of "exceptional importance" (National Register Criteria Consideration/ Exception G). Accordingly, it is not recommended as eligible for National Register listing.

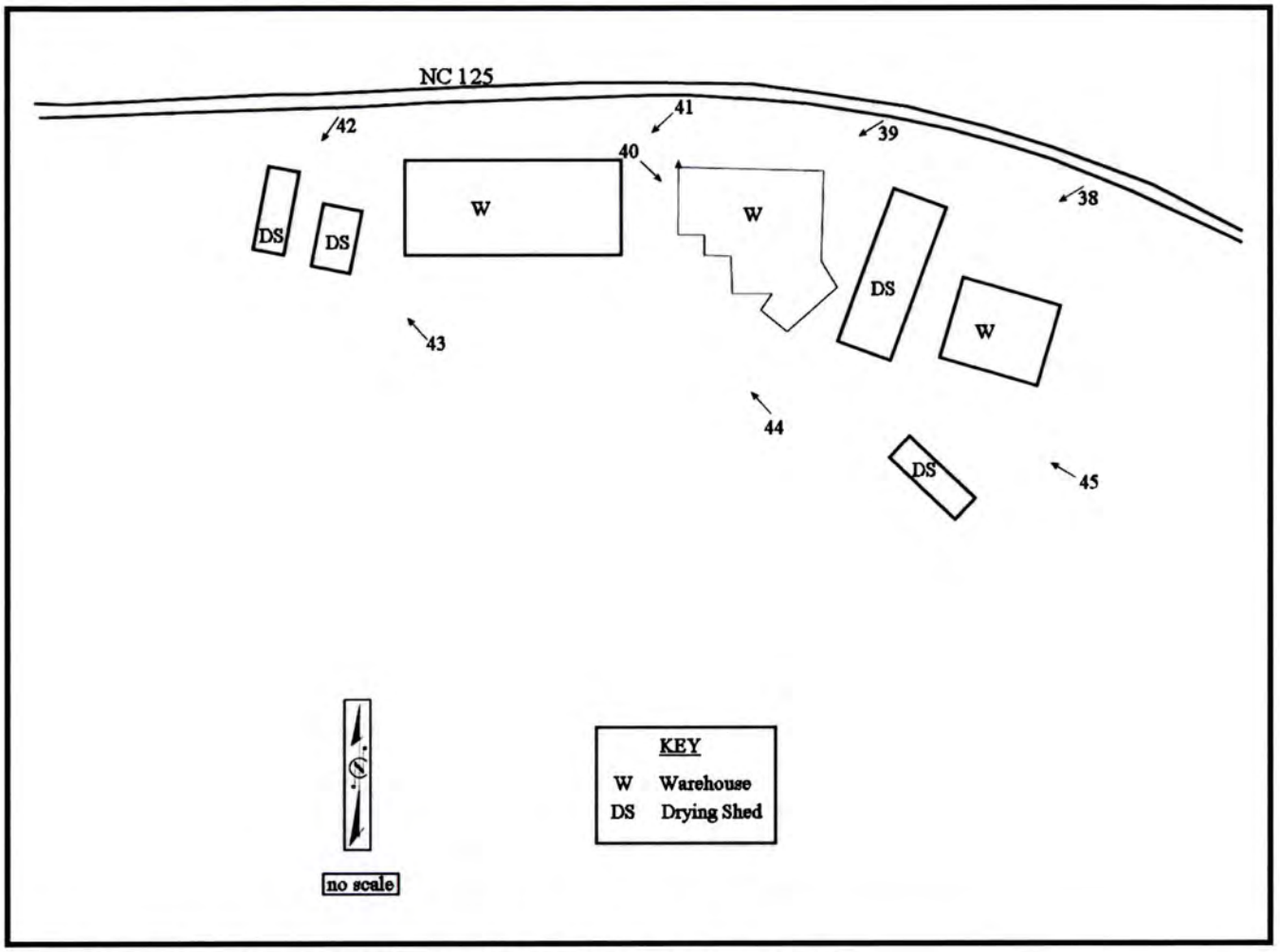


Figure 9: Photo angle and sketch map of Dixie Peanut Buying Station

Plate 38: Dixie Peanut Buying Station – looking southwest at east warehouse on left and drying shed on right

Plate 39: Dixie Peanut Buying Station – looking southwest at central warehouse, elevators, silos, and, at far left, open grading sampler

Plate 40: Dixie Peanut Buying Station – looking southeast at dumper/elevator at right, silos at center, and grading sampler, at right, associated with central warehouse

Plate 41: Dixie Peanut Buying Station – looking southwest at grading sampler, western warehouse, and silos

Plate 42: Dixie Peanut Buying Station – looking southwest at westernmost drying sheds

Plate 43: Dixie Peanut Buying Station – looking northwest at westernmost drying sheds and silo

Plate 44: Dixie Peanut Buying Station – looking northwest at dumper/elevator and central warehouse complex at right and western warehouse and silos at left

Plate 45: Dixie Peanut Buying Station – looking northwest at warehouses and drying sheds at right and easternmost drying shed at far left

## SLADE CEMETERY (MT-415) (#40)

### South side of NC 125, 0.4 miles east of junction with SR 1421, Williamston vicinity, Martin County

***Reevaluation of National Register Eligibility of the Slade Cemetery***

As part of the additional evaluations for this addendum, the North Carolina HPO requested that the National Register eligibility of the Slade Cemetery be reassessed to determine whether it appeared to have distinctive design features (National Register Criteria Consideration/Exception D). In order to make such a determination, a sampling of other cemeteries in Martin County were visited and photographed, and the local three-volume county cemetery recordation and Butchko's architectural history of Martin County were consulted. This effort is described at Section III, above. Following this effort, it remains the consultant's opinion that the Slade Cemetery is not eligible for National Register listing, as its individual markers, fence, and overall appearance are not believed to constitute distinctive design features when compared to other Martin County cemeteries.

Following are the history and description, evaluation, and photographs of the Slade Cemetery that were included in the initial survey report. It has been annotated through the addition of a sketch map (Figure 10) and the annotation of the list of burials (Table 5) to locate them on the map. Due to heavy undergrowth, the identities of some of the individuals buried beneath the markers could not be determined; the identities of others were inferred. A completely accurate rendering of the cemetery would only be possible to obtain in the winter following extensive manual clearing of the individual markers.

***History and Description of former Jeremiah Slade Plantation***

Much has been written about the Jeremiah Slade Plantation (MT-415), its owners, and its former handsomely finished main house. As this was once an important Martin County resource that now retains but a cemetery and a twentieth-century barn, the literature is quoted at some length in the following. The early North Carolina HPO survey of the Tar-Neuse River Basin (1977, Appendix 15) stated that "One of the oldest houses in the county is the Jeremiah Slade House west of Williamston; this two-story L-plan structure may date from the late eighteenth or very early nineteenth century and has been little altered since its construction." The survey further noted that the house was "unusual in plan and exceptionally large for its era" and was in sound condition in 1977, although in use as a packhouse. As a result of the Tar-Neuse survey, the HPO placed the plantation on its Study List of resources considered potentially eligible for National Register listing.

Tom Butchko (1998:467-468) in his architectural history of Martin County wrote the following account of the history of the plantation and its owners:

> Jeremiah Slade (1775-1824) was the third generation of a family prominent in the county's agricultural, political, and social affairs. In 1796 he married Janet Bog (1774-1831) and had this house built on his Marsh Point Plantation. It was one of three plantations owned by Slade, the others being Conoho and Poplar Point. The house was inherited by son William Slade (1807-1852), a wealthy planter and attorney, who with his wife, Penelope (Williams) Slade (1811-1890), were among the largest slave owners and cotton planters in the country. The house remained the home of their unmarried daughters, Elizabeth Slade and Fanny Penelope Slade, until their deaths in the 1920s [sic]. It was also home for the family of another daughter, Helen Bog (Slade) Rhodes, who returned home from the Hyman-Rhodes House in Williamston after the death of her husband, Franklin Alexander Rhodes (1831-1887). The house and its tract were sold out of the family during the 1930s, [it] was abandoned by 1976, and eventually allowed to fall into ruin.

Butchko fortunately includes a description of the house and some of its associated resources:

> Until its demolition in 1994, the Jeremiah Slade House stood as Martin County's last remaining fully-realized, two-and-a-half-story Georgian plantation residence. Set in a yard densely canopied with mature magnolia, oaks, and elms, the house had a[n] asymmetrical five-bay façade, nine-over-nine and nine-over-six sash windows with molded three-part surrounds and molded sills, a large, paved-double-shoulder chimney at each gable end, and a dentil cornice. Beaded weatherboards, a replacement full-width porch carried by tapered Doric pillars, and a two-story ell completed the exterior. The two-room-plan interior exhibited well-articulated Georgian woodwork. The mantels, removed from the house between 1976 and 1992, incorporated raised panels, heavy moldings, crossettes, and dentil courses into robust designs. They were complemented by flat-panel wainscots, mitered three-part surrounds, H-and-L hinges, and an enclosed winder stair that terminated on the second story with graceful turned balusters and chamfered newel.
>
> Among the surviving outbuildings was a hipped-roof smokehouse, the only one of this late-eighteenth- and early nineteenth-century form remaining in the county. It, too, was demolished. Located on the site is the family cemetery containing stylish stone monuments enclosed by a late-nineteenth-century iron fence.

***Slade Cemetery and Barn***

The only two early resources surviving on the Jeremiah Slade Plantation property—a cemetery and a barn—stand with other buildings, including a nearby mobile home, that have been built within the past 50 years. According to a local recordation, the cemetery had 19 markers in 1976 (Hardy). It was overgrown when visited in 2004, largely hidden beneath heavy tangles of summertime growth. It was therefore not possible to confirm the details of the earlier recordation, which noted the following burials.

**Table 5: Slade Cemetery Burials**

| *Last Name* | *First Name* | *Birth Date* | *Death Date* | *Sketch Map Location* |
|---|---|---|---|---|
| Slade | Annie | May 6, 1873 | October 13, 1881 | H |
| Maultsby | Bessie Rhodes | September 13, 1872 | October 3, 1909 | D |
| Slade | Cordelia | December 23, 1849 | July 5, 1915 | G |
| Slade | Elizabeth | June 1, 1839 | February 26, 1914 | S |
| Slade | Fannie Penelope | March 12, 1849 | May 8, 1940 | L? |
| Rhodes | Franklin A. | November 11, 1831 | June 22, 1887 | A? |
| Slade | Gen. Jeremiah | ??, 1774 | September 1, 1824 | Q |
| Rhodes | Helen B. Slade | April 8, 1847 | November 12, 1936 | E |
| Slade | Henry | August 2, 1810 | March 9, 1819 | O |
| Henderson | Henry S. | November 17, 1820 | March 3, 1824 | N? |
| Slade | Janet Bog | ??, 1793 | September 7, 1851 | R |
| Slade | Jeremiah | October 11, 1833 | August 13, 1868 | I |
| Slade | Jeremiah | March 2, 1806 | April 26, 1822 | P |
| Slade | Mary | January 1778 | August 1780 | M |
| Slade | Penelope | ??, 1811 | August 24, 1890 | J or K? |
| Slade | Thomas Bog | May 19, 1845 | September 15, 1929 | B |
| Slade | William | ??, 1807 | October 25, 1852 | J or K? |
| Slade | William | April 5, 1841 | November 20, 1919 | F |
| Rhodes | William Slade | October 23, 1874 | August 26, 1945 | C |

Gen. Jeremiah Slade (1774-1824), the first born of those buried in Slade Cemetery, was a man of local note. A wealthy landowner, he served Martin County in the House of Commons from 1797 through 1800 and in 1802. In 1803 and 1806, and from 1809 through 1815, he was the county's state senator (Wheeler 1851:252-253). In 1803, with William Hawkins and Col. John Binford, the U.S. War Department appointed Slade a commissioner of Indian affairs. The task of the three was to oversee the leases of the small number of remaining Tuscarora families, who removed from their Bertie County reservation to New York State in 1803. Slade also served as agent and attorney for those dislocated Tuscarora who maintained land claims. In 1806, holding the rank of lieutenant colonel, he assumed command of the Martin County militia. He became a brigadier general in 1812 (Hughes 1980:564-564; Lewis Thompson Papers Inventory.)

General Slade supported the fledgling University of North Carolina while in the legislature. A friend of founder William R. Davie, he served on its Board of Trustees from 1808 through 1824. At the time of his death, Slade was not an active trustee. The university had many trustees—54 in 1821, for example,

and 65 in 1824—only a small number of whom were active at any time (Powell 1994:359; Grant 1924; Battle 1907:139-140, 279-280, 823).

Buried with Slade in the cemetery are his wife, Janet Bog Slade (1773-1851), and their children Jeremiah (1806-1822), William (1807-1852), and Henry (1810-1819). William was an attorney, political figure, and planter. On his death in 1852, he left his holdings to his wife, Penelope (1811-1890), and their 11 children, six of whom are buried in the cemetery: Jeremiah (1833-1868), Elizabeth (1839-1914), William (1841-1919), Thomas Bog (1845-1929), Helen B. Slade Rhodes (1847-1936), and Fannie Penelope (1849-1940). The local cemetery recordation refers to the graveyard as the Penny Slade Cemetery. She spent her life at the homeplace, unmarried, and was buried there in 1940 at the age of 91.

A plain, late-nineteenth-/early-twentieth-century, cast-iron fence contains the 19 graves and the trees and shrubs that grow profusely among them (Plates 45, 46, and 47). Like the fence, the markers are generally straightforward and unpretentious (Plate 48 through 52). Most of those that could be seen are minimally ornamented, upright headstones with segmental-arched tops. A few are ground-level ledgers. The most ornate is that of Bessie Rhodes Maultsby (1872-1909), who was likely the daughter of Ann J. Slade Maultsby, one of Jeremiah and Janet's 11 children. An upright headstone, it is topped by a quatrefoil incised with calla lilies (Plate 53).[1]

A mobile home stands to the southwest of the cemetery (Plate 46). To the southeast is an early twentieth-century barn (Plate 47). This frame outbuilding has a gable-front roof, a central open wagon bay, and weatherboard siding (Plates 54 and 55).

***Evaluation***

The Slade Cemetery is not believed to be eligible for National Register listing under any of the Register's Criteria. Its markers and fence are commonplace, as is its unplanned organization, and it therefore is believed to lack the distinctive design features required for eligibility under Criterion C/Criterion Consideration D. While a man of local substance and note, Gen. Jeremiah Slade was not a person of transcendent importance and the cemetery is therefore not believed to be eligible under Criterion B/Criterion Consideration A. The main house and all of its associated outbuildings are gone, leaving but the cemetery and a twentieth-century barn. In the immediate vicinity of these two resources are mobile homes and other modest dwellings erected within the past 50 years. The cemetery is therefore not believed to be Register-eligible as part of a historic district under Criteria C.

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[1] Perhaps the cemetery's lack of pretence reflects Jeremiah Slade's republican beliefs. Johnson's (1937:52 and 83) *Social History of Antebellum North Carolina* recounts two events from Slade's unpublished "Journal of a Trip to Tennessee":

> When General Jeremiah Slade of Martin County visited Raleigh in 1819, he found the State capital bristling with class feeling, distasteful to a man of "republican simplicity." He strolled up and down "the principal streets without appearing to notice any of the puffed little great men of the city, being resolved to observe as little ceremony towards them as they are usually in the habit of shewing to all strangers." The General called upon the deputy clerk of the federal court and "was ushered into his office with all the hauteur of a French exciseman, and treated with every mark of supercilious pride and haughty arrogance and finally dismissed with contempt."

During the same trip, Slade commented on a not atypical "money mad" host who charged generously for his supposed hospitality:

> [A]t one place he [Slade] received "every demonstration of unalloyed friendship and almost relative affection" when in the presence of "genlmn. & ladies of the first standing." But when he was preparing to leave the next morning, his host presented him with the exorbitant bill of eighty cents for breakfast, dinner, and horses' feed.

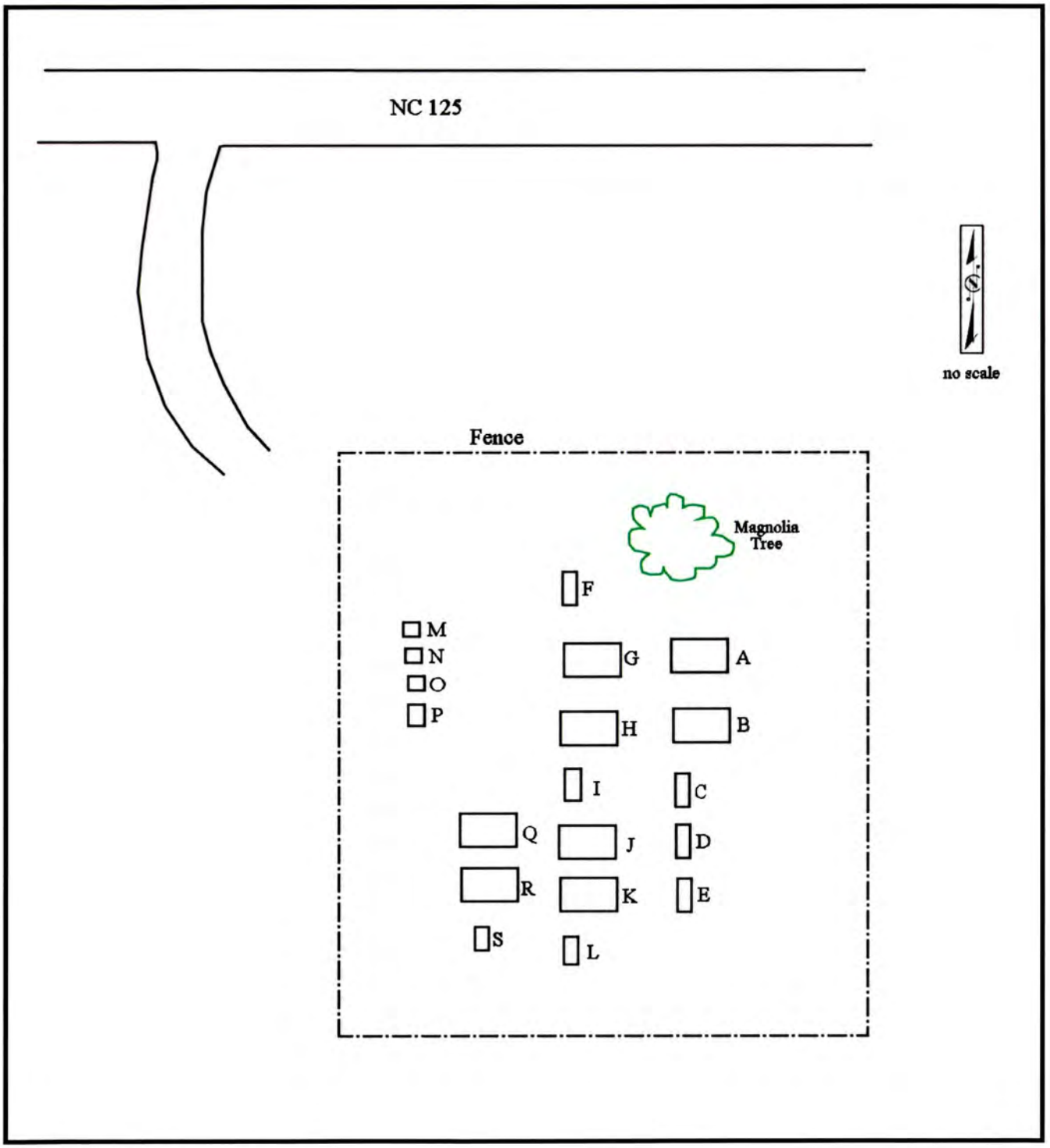


Figure 10: Sketch map of Slade Cemetery

Plate 45: Slade Cemetery – cast-iron fence and, at center, headstone of Cordelia Slade (1849-1915)

Plate 46: Slade Cemetery – cemetery at center, mobile home at far right

Plate 47: Slade Cemetery – cemetery at center, barn at left

Plate 48: Slade Cemetery – headstones amidst overgrowth

Plate 49: Slade Cemetery – marker of William Slade Rhodes (1874-1945), cemetery's last, at left

Plate 50: Slade Cemetery – ground-level ledger of Janet Bog Slade (1793-1851)

Plate 51: Slade Cemetery – Elizabeth Slade (1839-1914) marker

Plate 52: Slade Cemetery – Jeremiah Slade (1833-1868) headstone

Plate 53: Slade Cemetery –Bessie Rhodes Maultsby (1833-1868) headstone

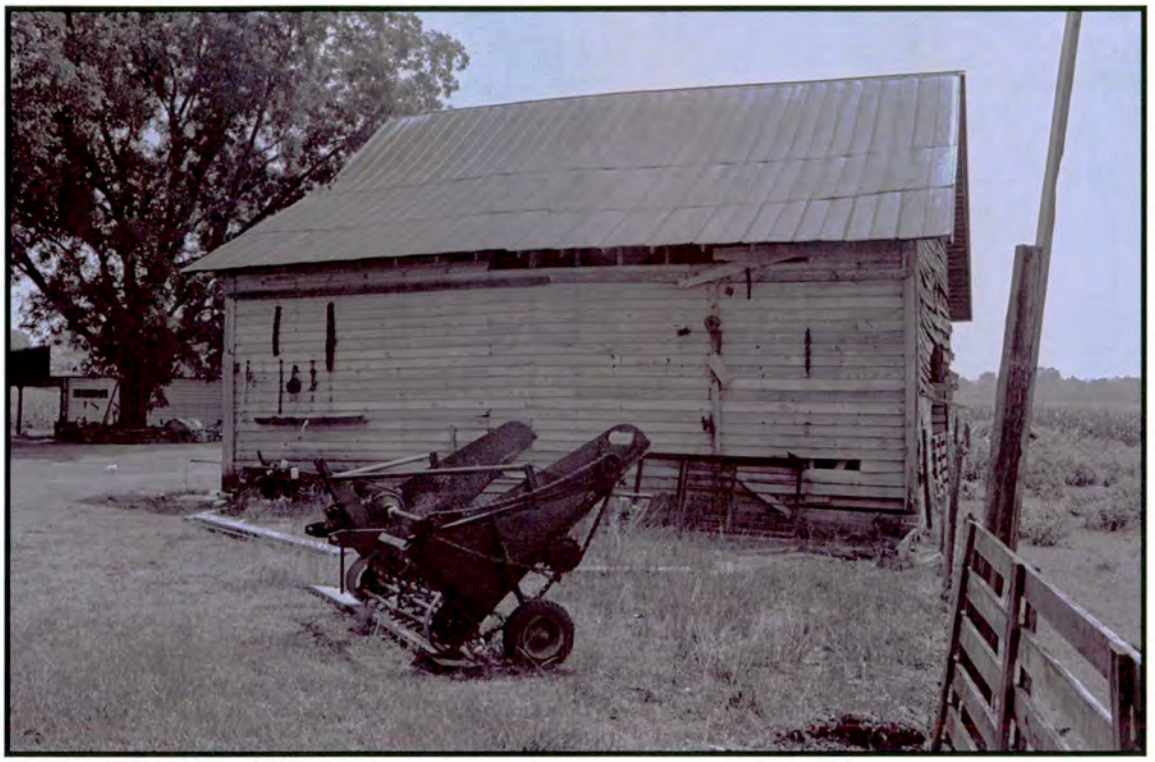

Plate 54: Slade Cemetery – looking northeast at barn

Plate 55: Slade Cemetery – looking southwest at barn

## TWILITE DRIVE-IN (#68)

**North side of US 64, 0 2 miles east of junction with SR 1142, Williamston, Martin County**

### *History*

The Twilite Drive-In appears on a c1954 list that identifies approximately 206 drive-in movie theatres in North Carolina. It does not appear on a 1948 catalog of American drive-in movie theatres (Silverman 1999; www.drive-ins.com). According to NCDOT architectural historian Penne Sandbeck, who completed the initial phase of the Williamston Bypass project, it was erected in 1951 (Sandbeck 2005). According to www.drive-ins.com, which maintains information on thousands of drive-in theatres, its original or early owner was J. Mobley and it was built to serve 205 cars. According to Sandbeck, it has been a storage warehouse—its current function—since the early/mid 1990s.

### *Description*

The site of the Twilite Drive-In is located on the north side of US 64, just west of Williamston. It contains nine resources, only two of which—the curved screen and the ticket booth/concession stand—are related to the drive-in. The screen tower [A on sketch map (Figure 11)], the closest structure to the road, is hemmed in on either side by small, modern, one-story, manufactured houses. It has been greatly altered. These alterations include the addition of a long, shed-roofed extension, almost as high as the screen at one end, which holds storage rooms; the cutting of seven doors into the screen's base; the paring of the screen at either end; and the sheathing of the entire structure in sheet metal. The base plywood layer of the upper two-thirds of the screen may remain intact beneath the sheet metal (Plates 56, 57, and 58). The Twilite's other original resource—its ticket booth/concession stand [B]—is considerably more intact. It retains a small, one-story, brick-veneered, gable-end building that apparently served as a ticket booth and concession stand, to which is attached the carport that vehicles passed through on their way into the theatre (Plate 59 and 60). The other seven resources, which are scattered on and north of the grounds where cars once lined up facing the screen, are modern. Beyond the ticket booth, ironically oriented toward the screen, are six one-story, gable-end, storage buildings (Plates 61 and 62). Three of these are of concrete block [C, D, and E], two are clad in metal [F and G], and one is faced with wooden composite siding [H]. A seventh resource—a long, one-story, shed-roofed shed [I]—stands adjacent to the screen (Plate 63).

### *Evaluation*

In his 1999 assessment of the Raleigh Road Outdoor Theatre in Henderson—which was determined eligible for National Register listing—NCDOT architectural historian Richard Silverman noted a number of principal features of drive-in theatres (Silverman 1999). These included an entry court that allowed for the stacking of cars entering the theatre and that contained an attraction board/marquee, entry piers, a ticket/collection booth, and the back board of the screen tower, which served as an oversized sign. They also included the "interior" parking area for viewing movies, which comprised the screen tower, parking stalls with speaker poles, and the projection booth/snack bar. He found that the theatre retained sufficient integrity to support eligibility under National Register Criteria A and C. Of its integrity, he wrote:

> The theatre retains the majority of its original materials and design features. The design is important because it represents the development of a highway-oriented commercial architectural style that became prevalent after World War II in the United States. This style is characterized by the use of dynamic geometries and building forms,

> application of utilitarian and industrial materials, and the use of highway-scale signage. Alterations made during the recent past do not greatly affect the overall integrity of the theatre because they were added with similar materials and with compatible designs. Most of the changes have been made to ancillary structures and not to the main design element, the screen tower. The overall setting, including its topographical features, interior road and parking layouts, structures and objects, building placements, highway views, and relationships to open space have not been significantly altered since the theatre's opening day of July 15, 1949.

The Twilite Drive-In retains intact virtually none of the important elements identified by Silverman. It has lost its dynamic geometries and building form and its highway-scale signage. From US 64, its stacking area is no longer visible, its screen tower has been rendered all but unrecognizable, and its signage has been removed. It is now hemmed in by manufactured houses. Within its "interior" parking area, it retains its ticket booth/concession stand, but has lost its parking stalls and speaker poles, as well as its general topographic features. These have been replaced by large, modern, functional storage buildings and a low wooden fence through the center of the site. As seen from the interior, the theatre's principal component—its screen tower—has been cut off at its ends, pierced by seven doors at its base, and covered with corrugated metal. In short, the Twilite Theatre is not believed to retain sufficient integrity to support National Register listing under any of the Register's Criteria.

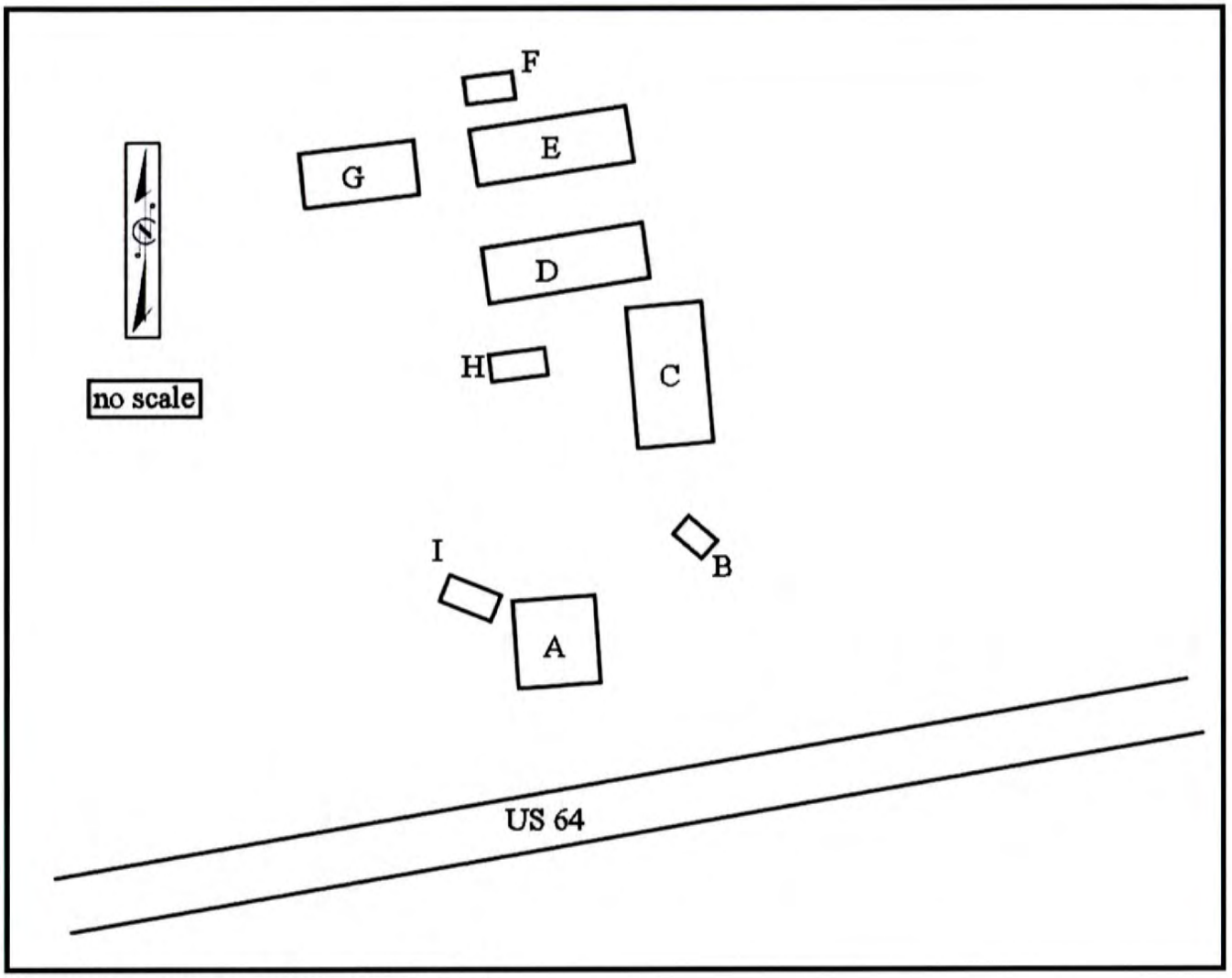

Figure 11: Sketch map of Twilite Drive-In

Plate 56: Twilite Drive-In – looking northwest from US 64 at modern house at right and screen tower at left


Plate 57: Twilite Drive-In – looking northeast from US 64 at modern house at left and screen tower at right

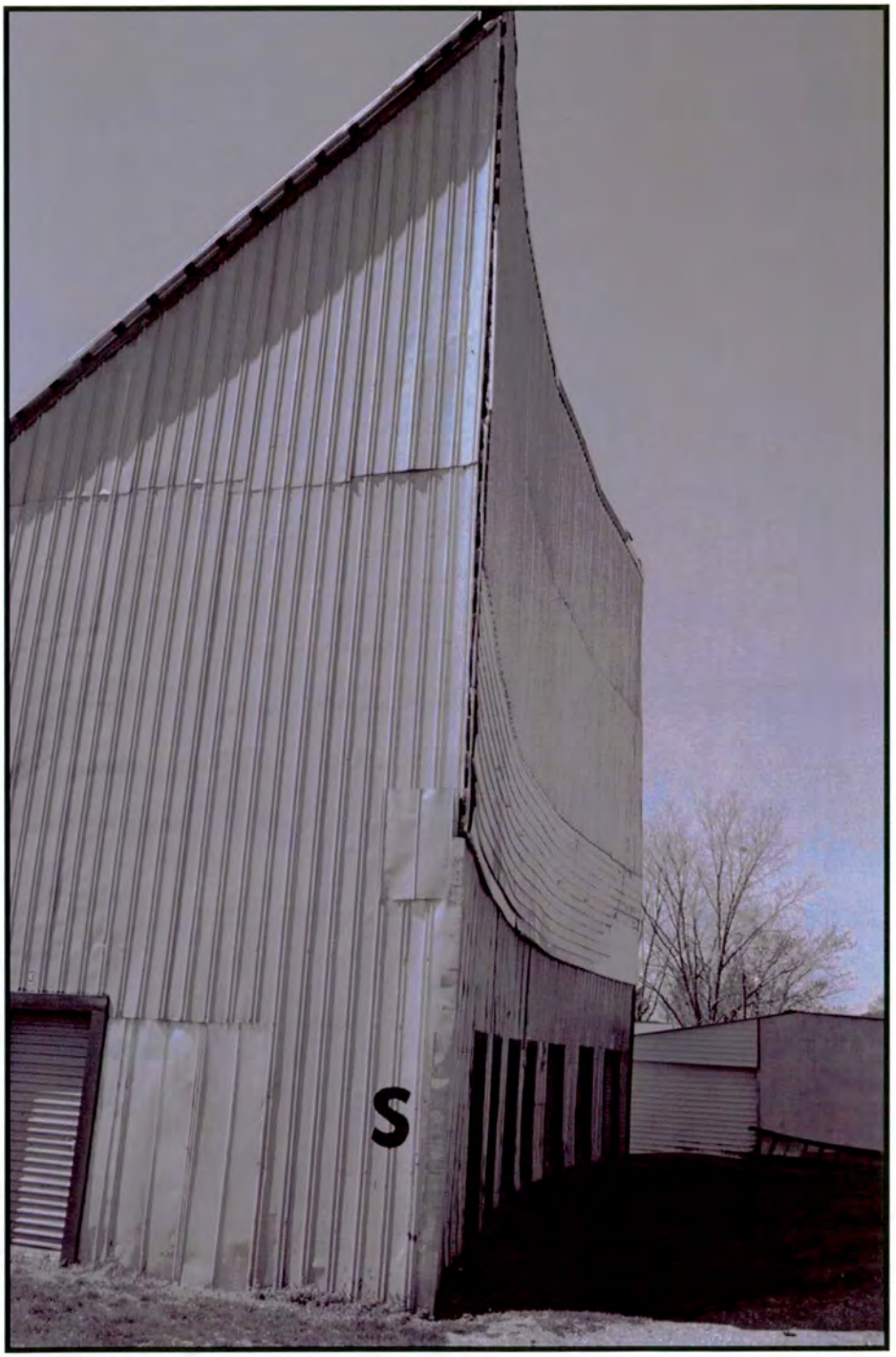

Plate 58: Twilite Drive-In – looking west at screen tower; note doors cut into front of screen, storage building extension to rear, and truncating of end of screen

Plate 59: Twilite Drive-In – looking north at ticket booth/concession stand; note location of original entry road at right beneath carport and modern storage buildings at left

Plate 60 Twilite Drive-In – looking south toward US 64 at ticket booth/concession stand at center and screen at right


Plate 61: Twilite Drive-In – looking northeast at modern concrete-block storage buildings

Plate 62: Twilite Drive-In – looking northeast at modern composition-board-sheathed, concrete-block, and metal-clad storage buildings

Plate 63: Twilite Drive-In – looking southeast at modern shed at right and screen tower at center; US 64 passes to rear

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