



North Carolina Department of Cultural Resources
State Historic Preservation Office

David L. S. Brook, Administrator

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

Division of Historical Resources
David J. Olson, Director

April 25, 2003

MEMORANDUM

TO: Greg Thorpe, Manager
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: David Brook *DSB for David Brook*

SUBJECT: Historic Architectural Resources Survey Report, Widen US 158 from
Murfreesboro Bypass to US 13, west of Winton, R-2583, Hertford County,
ER02-10781

Thank you for your letter of March 18, 2003, transmitting the survey report by Cynthia de Miranda of Edwards Pittman Environmental, Inc. for 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 listing in the National Register of Historic Places under the criterion cited:

The Britt Store, located at the northwest corner of U.S. 158 and SR 1303, in the crossroads village of Mapleton is eligible for the National Register under Criteria A and C. The store is a relatively intact example of a late nineteenth-century rural commercial building in a crossroads community. The building is also significant for its long association with the development of commerce in the Hill's Ferry and Mapleton communities.

We concur with the National Register boundaries as described and delineated in the survey report.

The following properties are determined not eligible for listing in the National Register of Historic Places:

1; 3-7; 9-27; 29-37.

www.hpo.dcr.state.nc.us

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount St., Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919) 733-4763 • 733-8653
RESTORATION	515 N. Blount St., Raleigh NC	4613 Mail Service Center, Raleigh NC 27699-4613	(919) 733-6547 • 715-4801
SURVEY & PLANNING	515 N. Blount St., Raleigh NC	4618 Mail Service Center, Raleigh NC 27699-4618	(919) 733-6545 • 715-4801

April 25, 2003

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We are unable to comment on the National Register eligibility of properties No. 2 and No. 8 until we receive further information.

Please provide more detailed information about the interior of the William H. Kiff House. According to the report, the property owner was interviewed; however, no information on the interior finishes or condition has been provided. We feel this information is important to evaluate the architectural significance of the building.

In order for us to evaluate the eligibility of the Mt. Tabor Baptist Church, we need more comparative information about the extant churches in the surrounding area.

This requested information can be provided in an addendum to the survey report.

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

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

cc: Cynthia de Miranda, Edwards-Pitman Environmental, Inc.
Mary Pope Furr

bc: ✓ Southern/McBride
County

**Historic Architectural Resources Survey Report
Phase II Intensive**

Widen U.S. 158 from the Murfreesboro Bypass to U.S. 13 West of Winton
Hertford County
North Carolina Department of Transportation
TIP No. R-2583
State Project No. 6.079007T

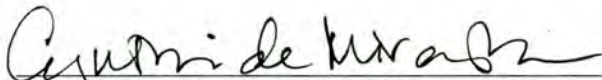
Prepared by:

Edwards-Pitman Environmental, Inc.
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919-785-9703

Prepared for:

Project Development and Environmental Analysis Branch
North Carolina Department of Transportation
1583 Mail Service Center
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919-715-1620

March 2003



Cynthia de Miranda, Principal Investigator
Edwards-Pitman Environmental, Inc.

3.4.2003

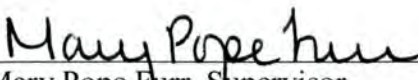
date



Jennifer Martin, Project Manager
Edwards-Pitman Environmental, Inc.

3/4/2003

date



Mary Pope Burr, Supervisor
Historic Architecture Section
North Carolina Department of Transportation

3.6.2003

date

**Widen U.S. 158 Between Murfreesboro Bypass and U.S. 13 West of Winton
Hertford County, North Carolina
TIP No. R-2583, Work Order No. 6.079007T**

Management Summary

The North Carolina Department of Transportation (NCDOT) proposes to widen 8.3 miles of U.S. 158, between the Murfreesboro Bypass and U.S. 13 west of Winton in Hertford County. NCDOT plans to expand the current two-lane facility to a four-lane divided highway, incorporating a forty-six-foot median with shoulder section. The present one-hundred-foot right-of-way will be increased to 250 feet.

Edwards-Pitman Environmental, Inc. (EPEI) conducted the intensive survey by automobile and on foot in September 2002, covering 100 percent of the Area of Potential Effects (APE). EPEI photographed, mapped, and evaluated every property over fifty years of age. Those properties considered worthy of further analysis were researched and evaluated in January 2003.

In addition to the field survey of the project area, EPEI reviewed the survey files at the North Carolina State Historic Preservation Office (HPO) in Raleigh, as well as the National Register and Study List files. Investigators also did research at the State Archives and State Library of North Carolina in Raleigh and at the North Carolina Collection at the University of North Carolina at Chapel Hill. In the project area, investigators visited the public libraries in Murfreesboro and Winton, Whitaker Library at Chowan College in Murfreesboro, and the Learning Resources Center at the Roanoke-Chowan Community College. Investigators also contacted the Murfreesboro Historical Society and the Hertford County Historical Society, as well as knowledgeable residents and historians for information about the project area.

EPEI staff historians delineated the APE on the Murfreesboro, N.C., and Winton, N.C., USGS quadrangle maps. The APE was reviewed and refined during the Phase II intensive-level survey. The APE includes parcels that front U.S. 158 between the end of the bypass on the east side of Murfreesboro and the intersection of U.S. 158 with U.S. 13 west of Winton. The APE is shown on the Area of Potential Effects Map in Appendix A.

EPEI historians identified thirty-seven properties that are fifty years old or older within the APE during the field survey. Of those properties, none were previously determined eligible for or have been listed in the National Register of Historic Places and none were included on the North Carolina State Study List. Three properties were intensively surveyed and evaluated, and all three appear to be eligible for the National Register of Historic Places. The remaining thirty-four surveyed properties were determined to be ineligible by NCDOT and the HPO.

Properties Listed in the National Register

None

Properties on the State Study List for the National Register of Historic Places

None

Properties Previously Determined Not Eligible for the National Register of Historic Places
None

Properties Evaluated and Considered Eligible for the National Register of Historic Places

2. William H. Kiff House
8. Mt. Tabor Baptist Church
28. Britt Store

Properties Evaluated and Considered Not Eligible for the National Register of Historic Places
None

*Properties Determined Not Eligible for the National Register of Historic Places and
Not Worthy of Further Evaluation*

See Appendix B

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II. Introduction

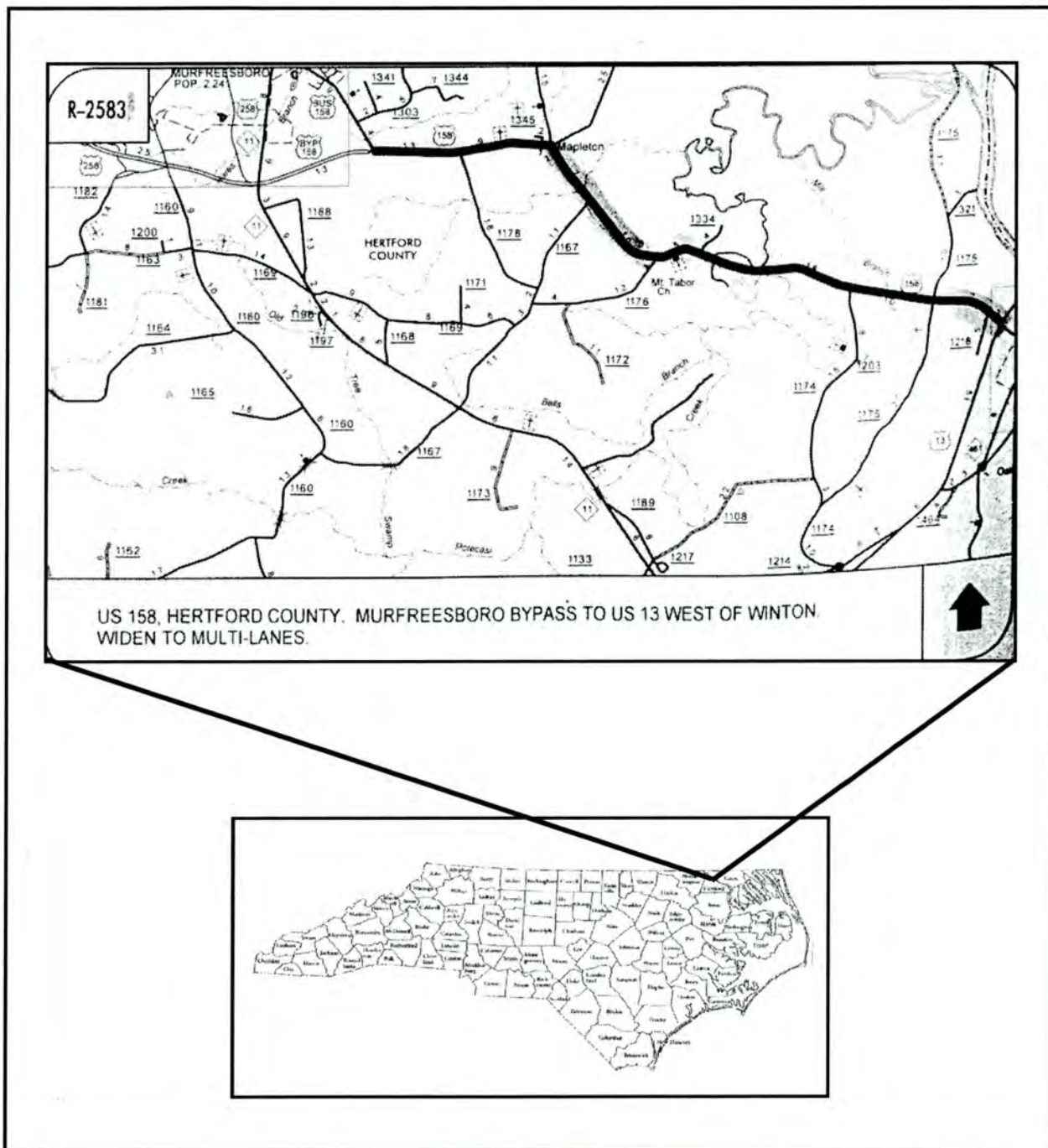
NCDOT proposes to widen U.S. 158 between the Murfreesboro Bypass and U.S. 13 west of Winton in Hertford County (TIP No. R-2583, Work Order No. 6.079007T). The length of the project is 8.3 miles. Plans call for expanding the current two-lane facility to a four-lane divided highway, incorporating a forty-six-foot median with shoulder section. The present one-hundred-foot right-of-way will be increased to 250 feet.

EPEI conducted the intensive survey by automobile and on foot in September 2002, covering 100 percent of the APE. EPEI photographed, mapped, and evaluated every property over fifty years of age. Those properties considered worthy of further analysis were researched and evaluated in January 2003.

In addition to the field survey of the project area, EPEI reviewed the survey files at the North Carolina State Historic Preservation Office in Raleigh, as well as the National Register and Study List files. Investigators also did research at the State Archives and State Library of North Carolina in Raleigh and at the North Carolina Collection at the University of North Carolina at Chapel Hill. In the project area, investigators visited the public libraries in Murfreesboro and Winton, the Whitaker Library at Chowan College in Murfreesboro, and the Learning Resources Center at the Roanoke-Chowan Community College. Investigators also contacted the Murfreesboro Historical Society and the Hertford County Historical Society, as well as knowledgeable residents and historians for information about the project area.

EPEI delineated the APE on the Murfreesboro, N.C., and Winton, N.C., USGS quadrangle maps. The APE was reviewed and refined during the Phase II intensive-level survey. The APE includes parcels that front U.S. 158 between the end of the bypass on the east side of Murfreesboro and the intersection of U.S. 158 with U.S. 13 west of Winton. The APE is shown on the Area of Potential Effects Map in Appendix A.

Jennifer F. Martin of EPEI served as the Project Manager for this project, and Cynthia de Miranda, also of EPEI, was Principal Investigator.



Widen U.S. 158, Hertford County
Project Location Map

III. Physical Environment

The project area for the proposed widening of U.S. 158 between Murfreesboro and Winton is a rural corridor 8.3 miles long. From Murfreesboro, the road travels east to Mapleton, then southeast to Winton. Several creeks shape the very gently rolling terrain through the project area, which is bordered by broad, generally open fields and some wooded areas. The project area consists of properties that front U.S. 158.

The project area's historically agrarian nature remains evident. Some fields are under cultivation, with cotton easily visible from the road. Recent development is residential and small in scale, with houses generally clustered in groups rather than spread across the entire corridor.

IV. Methodology

EPEI conducted this Phase II intensive-level historic resources survey with the following goals: (1) to identify all resources over fifty years of age within the APE; (2) to develop historic and architectural contexts; and (3) to evaluate these resources according to the National Register of Historic Places criteria. EPEI conducted the intensive survey by automobile and on foot in September 2002, covering 100 percent of the APE. EPEI photographed, mapped, and evaluated every property over fifty years of age. Those properties considered worthy of further analysis were evaluated in January 2003.

EPEI delineated the APE on the Murfreesboro, N.C., and Winton, N.C., USGS quadrangle maps. The APE was reviewed and refined during the intensive-level survey. The APE includes parcels that front U.S. 158 between the end of the bypass on the east side of Murfreesboro and the intersection of U.S. 158 with U.S. 13 west of Winton. The APE is shown on the Area of Potential Effects Map in Appendix A.

In addition to the field survey of the project area, EPEI reviewed the survey files for Hertford County at the North Carolina State Historic Preservation Office in Raleigh, as well as the National Register and Study List files for the county. Investigators also did research at the State Archives and State Library of North Carolina in Raleigh and at the North Carolina Collection at the University of North Carolina at Chapel Hill. In the project area, investigators visited the public libraries in Murfreesboro and Winton, Whitaker Library at Chowan College in Murfreesboro, and the Learning Resource Center at the Roanoke-Chowan Community College. Investigators also contacted the Murfreesboro Historical Society, the Hertford County Historical Society, and local residents and historians for information about the project area.

Primary sources used in preparing this report include United States censuses, county real estate deeds, and early maps of the area. Published secondary sources consulted include *The Ancient Maritime Village of Murfreesboro* and *Trial Separation: Murfreesboro, North Carolina and the Civil War*, both by Tom Parramore; *The Ahoskie Era of Hertford County*, edited by J. Roy Parker; and *The Colonial and State Political History of Hertford County, N.C.*, by Benjamin B. Winborne (as well as the separate index to the volume, by Roy Parker). Helpful unpublished

secondary sources included National Register nominations for Hertford County properties, particularly the Murfreesboro Historic District nomination, completed by the Survey and Planning Branch in 1971, and the King Parker House nomination, completed by Heather Fearnbach in 2002.

This Phase II intensive-level historic resources survey was conducted and the report prepared in accordance with the provisions of the Federal Highway Administration (FHWA) Technical Advisory T6640.8A (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 CFR 44716); 36 CFR Part 800; 36 CFR Part 60; and the NCDOT document entitled *Historic Architectural Resources: Survey Procedures and Report Guidelines (1994)*. This survey and report meet the guidelines of NCDOT and the National Park Service. This report is prepared as a technical addendum to an Environmental Assessment (EA) and as part of the documentation of compliance with the National Environmental Policy Act (NEPA) of 1969 and the National Historic Preservation Act (NHPA) of 1966, as amended. Section 106 of the NHPA, as amended, 16 U.S.C. Section 470f, requires Federal agencies to take into account the effect of their undertakings (Federally funded, licensed, or permitted projects) on properties included or eligible for inclusion in the National Register of Historic Places and to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. This report is on file at NCDOT and is available for review by the general public.

V. Background Information and Historic Contexts

Hertford County, situated in northeast North Carolina on the coastal plain, was formed out of Bertie, Northampton, and Chowan Counties in 1759. The Chowan River forms Hertford County's irregular eastern border before the river flows south into the Albemarle Sound. The Meherrin River branches off the upper Chowan to the west, through the narrow northern section of the county. As is commonly the case, these rivers predated roads as transportation corridors in the colonial era. English colonists began moving into the area that would become Hertford County in the eighteenth century, while the Meherrin Indians were living on a nearby reservation created by the English twenty-five years earlier. French, Scot, Irish, and Scots-Irish also settled the area, coming directly from Europe. The new residents cleared small portions of the wooded land and raised a variety of crops, exporting them for cash.¹

The Chowan and Meherrin were navigable rivers, and landowners established ferries and landings to aid transportation and commerce. William Murfree, who purchased land on the Meherrin River in 1747, established a landing that quickly became a busy stop for merchants in the Albemarle region; in 1755, it was designated a "King's Landing." Other landings predated Murfree's: a few miles downstream was "Hill's Ferry," established in the 1730s, then "Cheshire Ferry," established a decade or so earlier.²

Of course, once lands along the river banks were taken, settlers occupied inland tracts, requiring roads to get to the landings. Eighteenth-century maps show roads connecting important sites such as ferries, mills, and courthouses, and petitions for new roads indicate that cutting routes to commercial, governmental, and religious properties were of great concern to residents. Three roads traversed the region south of Virginia and east of the Chowan River in the early eighteenth century, which constituted Bertie County at that time. Two entered from Virginia, meeting north of the Meherrin River and then running as a single road southeast to land known as the Barfields, on the south bank of the Chowan, downstream of the Meherrin's confluence. A third road ran across the southern part of the region, connecting a couple of mills with the Bertie Courthouse. Collet's 1770 map shows both "Muffrie's" Ferry and Hill's Ferry, each with roads leading to them. The Muffrie's Ferry road ran to the west; the two Hill's Ferry roads southwest and southeast, the latter to the Barfields.³

By 1770, however, the Barfields had been supplanted by the town of Winton, established four years earlier and designated as the county seat for ten-year-old Hertford County. In 1787, William Murfree offered a tract of land at Murfree's Landing to incorporate another Hertford

¹ Thomas C. Parramore, *The Ancient Maritime Village of Murfreeboro, 1787-1825* (Murfreeboro, N.C.: Johnson Publishing Co., 1969), 11-13; E. Frank Stephenson Jr., *Parker's Ferry, Hertford County, North Carolina* (Murfreeboro, N.C.: Meherrin River Press, 1995), 65-69; Bill Sharpe, "Big Rivers, Broad Fields," *The State* (June 16, 1956): 15-17.

² North Carolina State Historic Preservation Office, Survey and Planning Branch, "Murfreeboro Historic District," National Register of Historic Places Nomination, 1971 (hereafter cited as Murfreeboro NR Nom.); Stephenson, 1.

³ W. P. Cummings, *North Carolina in Maps* (Raleigh: State Department of Archives and History, 1966), 6, 8; Alan D. Watson, "Regulation and Administration of Roads and Bridges in Colonial Eastern North Carolina," *North Carolina Historical Review* 45 (October 1968): 406.

County town, and Murfreesboro was born. By 1808, a road led east from Murfreesboro to connect with the “Winton to Hill’s Ferry Road,” creating both a crossroads and a route from the new town to the county seat. As early as 1808, this corridor is recognizable as the route of present-day U.S. 158.⁴

Eighteenth-century roads in this area were often little more than ten-foot-wide paths cleared of trees and hanging limbs. These roads were not heavily traveled, but a man on horseback or traveling with a wagon could cover up to thirty-five miles in a day. The several miles between Winton and Murfreesboro, then, would not have been a daunting trip, either on foot or on horseback, but it would have been time-consuming. “The small planter might go to an inn or crossroads store; he might visit a neighbor; he might drive his family to church; might haul his tobacco or his hogs to market; he might occasionally have to go to court,” writes Charles C. Crittenden in an article about eighteenth-century overland travel in North Carolina. By the end of the nineteenth century, the Winton to Murfreesboro corridor was a postal route, with post offices in both Murfreesboro and Winton and in the crossroads village of Mapleton, situated where the Winton to Murfreesboro Road intersected with the road north to Hill’s Ferry.⁵

The developing road network in Hertford County reflected its steadily growing population. In 1790, when the first federal census was taken, 5,658 people lived in Hertford County. In 1850, the county’s population stood at 8,142; by 1900 it was up to 14,294. Hertford has historically been an agricultural county, with some industry beginning only in the late nineteenth century. Of the county’s 220,800 acres, nearly 160,000 acres—72 percent—were in farmland by 1850. Many Hertford County farmers, however, cleared only a small portion of the land, leaving much of it unimproved. Only 35 percent of acres dedicated to farmland were improved in 1850, only 40 percent in 1890.⁶

Plantations and small farms in the early nineteenth century produced a variety of crops, particularly corn and sweet potatoes. Livestock, also very common, were left to graze on the unimproved lands. Plantations fell apart after the Civil War, and farm tenancy increased. Cotton became the leading cash crop in the county and remained so until peanuts overtook it in 1900. By 1920, most of Hertford County cultivated acres were dedicated to corn, peanuts, or cotton. Tobacco—which had been introduced in 1905—ranked a distant fourth.⁷

⁴ Louise Vann Boone, “Historical Review of Winton,” in *Ahoskie Era of Hertford County, 1889-1939* (Ahoskie, N.C.: Parker Bros., 1939), 131, 133; Murfreesboro NR Nom.; Cummings, 9.

⁵ Charles C. Crittenden, “Overland Travel in North Carolina, 1763-1789,” *North Carolina Historical Review* 8 (July 1931): 239, 256; F. W. Clonts, “Travel and Transportation in Colonial North Carolina,” *North Carolina Historical Review* 3 (January 1926): 26; Cummings, 14.

⁶ Benjamin B. Winborne, *The Colonial and State History of Hertford County, N.C.* (n.p.: Edwards and Broughton, 1906), 69-83; *Seventh Census of the United States, 1850: Population* (Washington, D.C.: Robert Armstrong, 1853), 299; *Twelfth Census of the United States, 1900: Population* (Washington, D.C.: United States Census Office, 1901), 290; E. W. Gaither, “A Brief Outline of the History of Agriculture in Hertford County, N.C.,” in *Ahoskie Era of Hertford County, 1889-1939* (Ahoskie, N.C.: Parker Bros., 1939), 79; *Seventh Census*, 318; *Eleventh Census of the United States, 1890: Agriculture* (Washington, D.C.: Government Printing Office, 1895), 221.

⁷ *Twelfth Census*, 290; Gaither, 79; *Fourteenth Census of the United States, 1920: Agriculture* (Washington, D.C.: Government Printing Office, 1922), 256

Murfreesboro and Winton remained the county's largest towns through the nineteenth century, but they discouraged railroad development for fear that it would destroy their river trade. In the 1880s, the Norfolk and Carolina Railroad bypassed Winton, entering Hertford County at Tunis, two miles east of the county seat. The rail line continued southwest through the county, passing near the early nineteenth-century Ahoskie Baptist Church. Around the same time, logging began to boom in southern Hertford County. These combined events gave rise to the village of Ahoskie. Incorporated in 1893, by 1900 Ahoskie became the county's third-largest town. It was an industrial inland town, focusing on wood products, baskets, mill work, and children's garments. Agriculture and industry met in Ahoskie's tobacco warehouses, cotton gins, and peanut factories.⁸

With the entry of the railroad into the county and the growing road network, the rivers became less important for commerce throughout the twentieth century. As early as the 1950s, the rivers were increasingly seen as a recreational resource, although some fisheries and ferries remained in the mid-1900s. The rapidly increasing rate of automobile ownership had the usual effect of making small rural businesses obsolete, as travel times to larger commercial centers were reduced. Still, through the dramatic changes in industry and technology throughout the twentieth century, Hertford County has essentially remained an agricultural county.⁹

Architectural Context: Vernacular Greek Revival Domestic Architecture

North Carolina saw its first Greek Revival buildings in the 1820s, in prominent architect-designed work like the State House and Mordecai House, both in Raleigh. Architect William Nichols used images of ancient Athens in remodeling both buildings, reinterpreting the style rather than imitating the Greeks. Large houses built in North Carolina in the 1830s also received Greek Revival treatments; smaller, more modest houses eventually displayed these classical details as well. Greek Revival houses generally featured a center-hall plan, symmetrical facades and hip or gable roofs. Most did not employ a temple-front design. Single-pile houses had exterior chimneys at either end, while double pile versions centered the chimneys between the front and rear rooms.¹⁰

In Hertford County, the Greek Revival style was first evident in large homes in the 1830s. Greek Revival details were often added when earlier Federal houses were remodeled; the 1805 Roberts-Vaughn House (NR 1971), for instance, was remodeled in 1835 with a portico with bracketed entablature supported by reeded Doric columns. The King Parker House, built circa 1850, is a two-story, single-pile frame house with an exterior corbelled chimney at each gable end and a centered, single-story portico.¹¹

Harrellsville's Askew Cottage (NR 1995) is an intact example of one of the county's less-common single-story Greek Revival houses. Built around 1850, the Askew Cottage features the

⁸ Sharpe, 16; Catherine W. Bishir and Michael T. Southern, *A Guide to the Historic Architecture of Eastern North Carolina* (Chapel Hill: University of North Carolina Press, 1996), 270; *Twelfth Census*, 290.

⁹ Sharpe, 14-15.

¹⁰ Catherine Bishir, *North Carolina Architecture* (Chapel Hill: University of North Carolina Press, 1990), 96, 195; Heather Fearnbach, "King Parker House," National Register of Historic Places Nomination Form, 2002.

¹¹ Fearnbach, p. 8/6, 7/1.

typical symmetrical facade and pedimented portico, but lacks the common gable-end chimneys. Other single-story examples of the style are much less intact. Two single-story examples in the Mapleton vicinity have both lost integrity through remodeling. The Greek Revival elements that relate to form survive: a symmetry born of the center-hall plan and exterior brick chimneys on the gable ends. On one house, a chimney has been removed and the front porch enclosed with screens, but pilasters are still visible on the front corners of the house. In Winton, a third example had been sided with asbestos shingles and had its windows replaced and Queen Anne-style ornament added. The basic symmetrical form with end-gable chimneys is evident, but little else remains.¹²

Architectural Context: Rural Baptist Church Buildings

Baptist church buildings in rural Hertford County were commonly simple frame buildings with weatherboard siding. They often have a boxy, front-gable form at their heart, and many were later further embellished with one or two square towers, either rising from the foundation or emerging from the slopes in the gable roof. A few churches opted for other designs: cross-gabled sections with a center tower (Menola Baptist Church); modest Gothic embellishments (Mt. Pleasant Baptist Church); or the Greek Revival temple-front style (Pleasant Grove Baptist Church).¹³

While several frame country churches built in the nineteenth and early twentieth centuries remain in the county, the majority of them have brick veneer or—less commonly—vinyl or aluminum siding, added in the late twentieth century. There are a few exceptions. The Bethlehem Church in southeast Hertford County retains a very high degree of integrity; its pointed-arch windows and complex steeple give it a notably different appearance from the austere style of the county's typical rural Baptist church. Horton's Baptist Church, in the county's southwest corner, is of the more common type, though slightly smaller in scale than most in the county. It retains a high degree of integrity: the building's original nine-over-nine double-hung sash windows remain, and it has just a single addition, a front-gable vestibule at the front. Another very small frame church near Como also retains a high degree of integrity; like the Bethlehem Church, however, its size and form—a much more diminutive front-gable building with a tower at one side—is quite different from the typical rural Hertford County Baptist church building.¹⁴

Architectural Context: Rural Nineteenth-Century Store Buildings

Rural commercial buildings served an important function for farmers and other residents not residing in town by providing more convenient access to goods and to neighbors. Rural amenities were clearly in demand in the nineteenth century: less than 10 percent of Hertford County's population of nearly twelve thousand lived in either Murfreesboro or Winton in 1880.¹⁵

¹² Fearnbach, p.8/7; Hertford County Survey Site Files, North Carolina State Historic Preservation Office, Raleigh; updated information from EPEI survey work conducted in January 2003 as part of this project.

¹³ Hertford County Survey Site Files.

¹⁴ Hertford County Survey Site Files; January 2003 site visits.

¹⁵ *Tenth Census of the United States, 1880: Population* (Washington, D.C.: Government Printing Office, 1883), 281.

Country store buildings in Hertford County are generally utilitarian, vernacular structures: one- to two-story gable-front frame buildings. Most buildings had large display windows at the ground floor, and some had false fronts that helped telegraph their commercial nature. A single-story porch generally sheltered the door and display windows. Extant frame store buildings in Hertford County include the gable-front, two-story Mason and Son Store in Harrellsville, and the one-and-a-half-story, false-front store building, now serving as the Potecasi Creek Hunt Club, at the corner of SR 1167 and SR 1169, south of Mapleton. The Parker Store at Mapleton (previously determined not eligible due to loss of architectural integrity; see #27 in Appendix B) is an unusual masonry store building. The two-story, rusticated concrete-block building has a flat roof and a parapet adorned with finials.¹⁶

¹⁶ Hertford County Survey Site Files; January 2003 site visits.

VI. Property Inventory and Evaluations

PROPERTIES EVALUATED AND CONSIDERED ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES

2. William H. Kiff House, 921 U.S. 158

Location: The house and its outbuildings stand at the southwest corner of the junction of U.S. 158 and SR 1174 in Hertford County. The buildings crowd the corner, and agricultural fields spread south on both sides of SR 1174, bordered at a distance by woods. A few mature trees stand over the small complex, and the main house faces north across U.S. 158. A concrete marker at the north edge of the front yard marks the right-of-way; the marker is at the crest of a slight ridge before the land drops to form a ditch between U.S. 158 and the house.

Description: The complex consists of a house, a kitchen, and a smokehouse. The house (ca. 1860) is a single-story, gable-end, weatherboarded frame house with rear ell. The front section is dressed in vernacular Greek Revival style and has a center-hall plan.¹⁷ The prominent feature of the facade is a centered portico with shiplap siding and squared columns with plain capitals and bases. Sheltered by the portico is a double-leaf paneled door framed by a transom and sidelights. Six-over-six double-hung sash windows flank the entrance. The gable ends each feature a corbelled brick chimney and a pair of narrow four-over-four double-hung sash windows on each side. Fixed shutters have been added to the front windows; a deck-style floor on brick piers replaced the original porch floor; and a modern aluminum storm door shields the double-leaf front door. Standing-seam metal covers the roof.

The gable-roofed rear ell has a flush-gable end and enclosed side porches with six-over-six double-hung sash windows. A fragment of a brick chimney climbs partway up the center of the rear elevation. An added hip-roofed porch at the west end of the rear elevation shelters a rear entrance. Viewed alone, the ell takes the form of a coastal cottage: it may have been built before the front Greek Revival section as a free-standing house that faced east.

The kitchen (ca. 1860) stands just southeast of the house and also faces north. This gable-end building has two interior brick stacks; a full-width, shed-roofed front porch; and six-over-six double-hung sash windows. A front-gable frame smokehouse (ca. 1860) stands to the west, facing the kitchen and the rear wing of the house. Shed-roofed wings span each eave wall of the smokehouse, and a deep hip roof shelters the area in front of the building. Weatherboard sheathes the walls, and standing-seam metal covers the roof.

Historical Background: Early land records for Hertford County are scarce; most records prior to 1862 were lost when Union troops burned nearly the entire town of Winton, including the courthouse. An 1863 map of the heavily wooded county shows three buildings in a clearing at this location on land owned by Samuel Alexander. His name does not appear in the 1860 population census of Hertford County, but Samuel and his brother Charles are listed as laborers

¹⁷ The interior was not accessible during the survey; information relating to the interior plan is from current owner and former resident Felton Godwin in an interview with the author, January 7, 2003

living with Samuel Powell in the 1850 census, when the boys were eighteen and fifteen, respectively. By 1866, the brothers owned adjoining tracts south of the “Winton to Hills Ferry Road,” as this stretch of present-day U.S. 158 is referred to in the deeds. In 1867, Samuel sold a parcel bordered by the road to California (Mt. Moriah Road, or SR 1174), containing 130 acres.¹⁸

Later deeds show that, before 1874, Willis and Mary Beale owned three hundred acres on what was now called the “Winton to Murfreesboro Road.” The agricultural schedule of the 1870 census describes the Beale farm as seventy improved acres and 230 unimproved, with a total real estate value of \$400. Eli Scott, listed as a farm laborer in the 1870 census, and his wife Sallie Ann, purchased the land and sold it to Starkey S. Harrell in 1874. In 1876, Harrell sold three pieces of land to William H. Kiff, including lands purchased from Eli and Sallie Ann Scott.¹⁹

Kiff had grown up in the 1840s on a Hertford County farm with his parents and four siblings. By 1870, he had a farm and a family of eight. Kiff and his eldest son worked the land, then valued at \$300. The 150 acres Kiff purchased from Harrell in 1876 adjoined land Kiff already owned, but Kiff and his family apparently moved from their existing home into the house on the new parcel. Deeds into the late twentieth century refer to this land as the “William H. Kiff Home Place, whereon he lived and died” and to Kiff’s earlier tract as the “William H. Kiff old Home Place.” Kiff kept the new parcel and lived here until his death in the early twentieth century. The property changed hands a number of times until 1942, when Claxton A. Godwin purchased the tract. Deeds after Kiff’s death make reference to tenant farming, but tenancy was not always the case, as Godwin and his family lived at the house for many years. Godwin’s son Felton Godwin now owns the property and lives nearby.²⁰

Evaluation: The William H. Kiff House and its outbuildings are recommended as eligible for the National Register under Criterion C in the area of architecture as an intact domestic agricultural complex from the mid-nineteenth century. The Kiff House is a rare, well-preserved example of a one-story, vernacular Greek Revival dwelling in Hertford County. The complex, including the kitchen and smokehouse, represents the types of buildings commonly employed on small, self-sufficient farms of the period.

Although the land associated with the buildings had an agricultural function, this context is not significant enough in a primarily agricultural county to justify eligibility under Criterion A. The

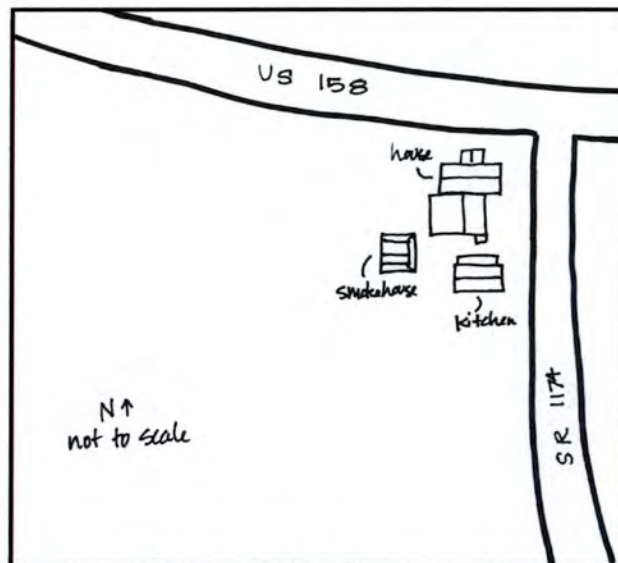
¹⁸ Confederate Engineer Bureau, *Map of Hertford and Part of Northampton and Bertie Counties, N.C.* April 1863, State Archives, Division of Archives and History, Raleigh; Charles Alexander to Benjamin Weston, November 17, 1866, Book A, p. 95 (microfilm), Hertford County Deeds, State Archives, Division of Archives and History, Raleigh (hereafter cited as H.C. Deeds-Raleigh); Samuel Alexander to Riddick Beale, January 26, 1867, Book A, p. 113, H.C. Deeds-Raleigh; J. A. Vann and W. L. Daniel, *1850 Census of Hertford County, North Carolina* (Winton, N.C.: Albemarle Regional Library, 1984), 8; David Powell, *1860 Hertford County Census* (Winton, N.C.: Liberty Shield Press, 2001), 49-50.

¹⁹ Willis and Mary Beale to Eli Scott, January 1, 1874, Book B, p. 612, H.C. Deeds-Raleigh; Eli Scott to Starkey S. Harrell, January 1, 1874, Book B, p. 597, H.C. Deeds-Raleigh; Starkey S. Harrell to William Kiff, December 25, 1876, Book E, p. 248, H.C. Deeds-Raleigh; David Powell, *1870 Census of Hertford County, North Carolina* (Greenville, N.C.: Liberty Shield Press, 1995), 151, 153.

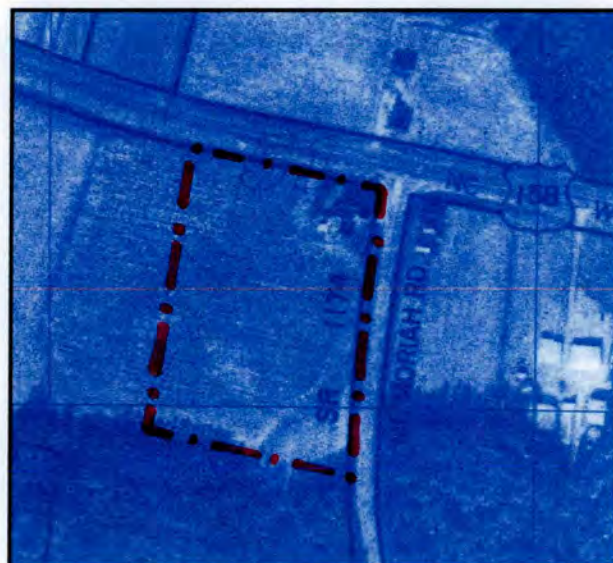
²⁰ Vann and Daniel, 15; Powell, *1870 Census*, 152; C. A. and Ella Godwin to Felton C. Godwin, July 27, 1972, Book 358, p. 618, Hertford County Deeds, Hertford County Courthouse, Winton (hereafter cited as H.C. Deeds-Winton); Felton Godwin interview.

buildings associated with prominent or significant individuals and are therefore not recommended as eligible under Criterion B. Finally, the house is unlikely to yield information about our past not otherwise accessible from other extant resources and written records, making it ineligible under Criterion D.

Boundary Justification: The eligible boundary for the William H. Kiff House encompasses the three buildings and sufficient surrounding land to create a sense of the historic setting. As drawn, the boundary includes the buildings and 5.5 acres of cleared agricultural fields reaching to forested areas at the south boundary line, reflecting the historic appearance of the tract. This area is smaller than the current tax boundary, which includes 145 acres on both sides of SR 1174.



William Kiff House, site plan



William Kiff House
Tax map showing National Register boundary



William Kiff House, view to south showing facade and smokehouse at right



William Kiff House, view to southwest showing kitchen at left



William Kiff House, view to west showing rear ell, kitchen, and smokehouse



William Kiff House, view to north,
showing rear of kitchen and oblique view of smokehouse

8. Mt. Tabor Baptist Church

Location: Mt. Tabor Baptist Church stands on the south side of U.S. 158 near Mapleton, about four-tenths of a mile east of the intersection with SR 1176. Scattered oaks and pines populate the churchyard, dense woods fill in behind. Two cemeteries share the site; one is directly behind the church, spreading to the west, and the other is south of the church, closer to the highway and bordered on its south side by Potecasi Creek.

Description: The 1859 gable-front frame church is a large, single-story building with weatherboard siding and fixed stained-glass windows. A slightly smaller gable-front addition projects from the main body's front gable wall, and a gabled portico, smaller still, shelters the paneled front doors. Narrow fluted pilasters adorn the front corners of the main body of the building. Three large rectangular stained-glass windows are set into both eave walls of the main body, and the front and sides of the projecting front section have smaller stained-glass windows. Gabled wings project from the rearmost portion of the main body's eave walls; these wings each have a much lower roof ridge and an interior brick stack. Nine-over-nine double-hung sash windows pierce the gable walls, and stained glass windows adorn the north-facing eave walls. A steeple rises from the roof ridge at the front end of the main body. The church stands on a recently built brick foundation.

Other additions have been made to the rear of the church: a small shed-roofed addition beneath the joint of the west wing with the main body; a taller shed-roofed portion centered in the rear gable wall; and a narrow, gabled corridor that joins the church with an end-gable building clad in vinyl and standing on a brick foundation. A front-gable maintenance shed with a small area sheltered beneath a continuous roof stands immediately west of the vinyl-clad building.

The two cemeteries are about the same age, with stones dating as early as the 1870s. Older marble stones are mixed with newer stones of polished granite that date into the twenty-first century. The cemetery behind the church has three areas delineated by very low concrete borders; both cemeteries have small sections encircled by simple iron fences. Mature oak trees shelter both cemeteries.

Historical Background: Twenty-one members of the Meherrin Baptist Church of Murfreesboro organized a new congregation in November 1839, calling it Mt. Tabor Baptist Church. Land was loaned to the congregation, and finally sold to Mt. Tabor in 1859. A church building was probably erected as early as 1839, given the loan of land, and the structure was likely quite modest. Histories of the congregation note that "the building was rebuilt and enlarged during the summer of 1859."²¹ Its original appearance was probably a simple rectangular form with nine-over-nine double-hung sash windows in the existing openings and little more ornament than the fluted pilasters still extant.

The loan of this particular tract of land was beneficial, sited as it was on the Murfreesboro to Winton Road, and being therefore immediately accessible by that road. In her chapter on Winton's history in *The Ahoskie Era of Hertford County*, Louise Vann Boone calls Mt. Tabor

²¹ *The History of Mt. Tabor Baptist Church, 1839-2000* (n.p., 2000).

“the Baptist Church for all of this area.” Given the presence of the Meherrin Baptist Church in Murfreesboro and the Ahoskie Baptist Church in the southern part of the county, the area Boone refers to must mean the eastern part of the county. A Baptist church was not established in Winton until 1873.²²

Between 1903 and 1912, the Mt. Tabor congregation added two Sunday school rooms, installed new pews, and recovered the roof with tin shingles. The two new rooms were located in the side-gable additions at the rear of the church that incorporated the same nine-over-nine double-hung sash windows as the existing church. The smaller front-gabled section was added in the summer of 1937, serving as another Sunday school room and vestibule. The concrete walks were installed in 1952. A pair of towers were added to the 1937 vestibule at some point; these were removed and the steeple added to the main body’s roof ridge in 1982. Stained glass windows were added in the 1960s and again in 1989. The rearmost additions and additional structures date from the late twentieth century.²³

Evaluation: The Mt. Tabor Baptist Church is recommended as eligible for the National Register of Historic Places under Criterion A in the area of social history for its association with the development of communities in rural Hertford County.

The church is also recommended as eligible under Criterion C in the area of architecture as a relatively intact example of antebellum churches built by Baptist congregations in rural Hertford County. Additions have been made to the building, but its original form and materials are still easily discernable. The additions, all made to the rear, are small in scale and do not overwhelm the original building.

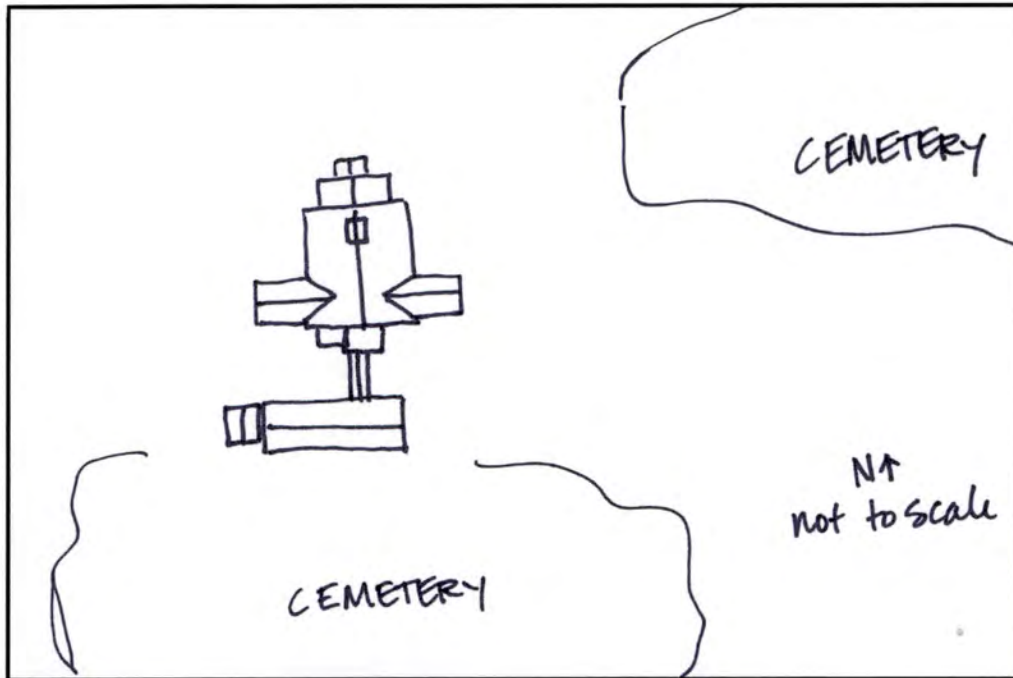
The church is associated with significant individuals and is therefore not recommended as eligible under Criterion B. The church building is unlikely to yield information about our past not otherwise accessible from other extant resources and written records, making it ineligible under Criterion D.

The church building meets Criteria Consideration A for a property owned by a religious institution or used for religious purposes, but which derives its primary significance from architectural distinction or historical importance.

Boundary Justification: The eligible boundary of the Mt. Tabor Baptist Church encompasses the entire six acres historically associated with the church and cemeteries and conforms to the present tax boundary.

²² Boone, 145.

²³ *History of Mt. Tabor*, 9-13; “Mt. Tabor Church,” Vertical files, Elizabeth Sewell Parker Library, Murfreesboro.



Mt. Tabor Baptist Church, site plan



Mt. Tabor Baptist Church, tax map showing National Register boundary



Mt. Tabor Baptist Church, view to southeast



Mt. Tabor Baptist Church, view to northeast showing rear additions and outbuildings

*Widen U.S. 158 (Murfreesboro Bypass to U.S. 13)
Hertford County, TIP No. R-2583*



Cemetery behind Mt. Tabor Baptist Church

28. Britt Store

Location: The store building stands at the northwest corner of U.S. 158 and SR 1303, in the crossroads village of Mapleton. The store building faces south; a rusticated concrete block store (previously determined not eligible; see #27 in Appendix B) stands across SR 1303, and several late twentieth-century houses occupy lots north and west of the frame store building.

Description: The ca. 1880 single-story store is a front-gabled frame building with a false front; a shed-roofed addition on the east side has a lower false front. Both false fronts are weatherboarded and have cornices supported by carved brackets and decorative frieze boards.

The gable-roof portion of the building has a center door flanked by two large window openings; the original windows have been removed and replaced with smaller windows and plywood infill. A secondary doorway is centered in the wing and has also been infilled with plywood. A combination gable- and shed-roofed canopy and porch supported by square posts on low concrete block piers has been added to the building, sheltering the concrete pad in front of the building. The roof has exposed rafter tails and probably dates from the early twentieth century. The front wall below the porch roof is sheathed in horizontal beadboard. The sides and rear of the building are covered with asbestos shingle siding. Two one-over-one double-hung sash windows are evenly spaced across the west elevation; two window openings with plywood infill pierce the south end of the east elevation.

Historical Background: Mapleton is a crossroads community at the intersection of the Murfreesboro to Winton Road with the road that cuts north to Hill's Ferry and its commercial landing (present-day U.S. 158 and SR 1303, respectively). The store building dates from the 1880s, when the lot was owned by W. J. Boyette, a dry goods merchant who lived in the house that once stood next door. John C. Carter, a clerk in Boyette's store, bought the property in 1885 for \$450. Five years later, Carter and his wife sold it to H. C. Britt and Edgar Britt, who were doing business as H.C. Britt and Bro., at least for purposes of purchasing the property. Business directories for the late nineteenth century never list H. C. Britt specifically as a merchant, although E. Britt appears as a Mapleton merchant in Branson's 1896 directory.²⁴

Edgar Britt lived in the house for many years and continued to operate the small general store. His daughter, Nancy Grace Britt, continued to run the store until 1981, when she sold both the house and the store to Robert Eugene Vaughan. Vaughn operated a pool hall for some time, calling the store Vaughan's Corner. Vaughan made few changes to the store building, adding rest rooms and sealing some of the exterior doors. Vaughan demolished the house in the 1990s.²⁵

²⁴ W. J. Boyette to John C. Carter, March 2, 1885, Book N, p. 268, H.C. Deeds-Winton; John C. Carter to H. C. Britt and Edgar Britt, April 5 1890, Book S, p. 4, H.C. Deeds-Winton; Levi Branson, ed., *Branson's North Carolina Business Directory for 1896* (Raleigh: Levi Branson, 1896), 342.

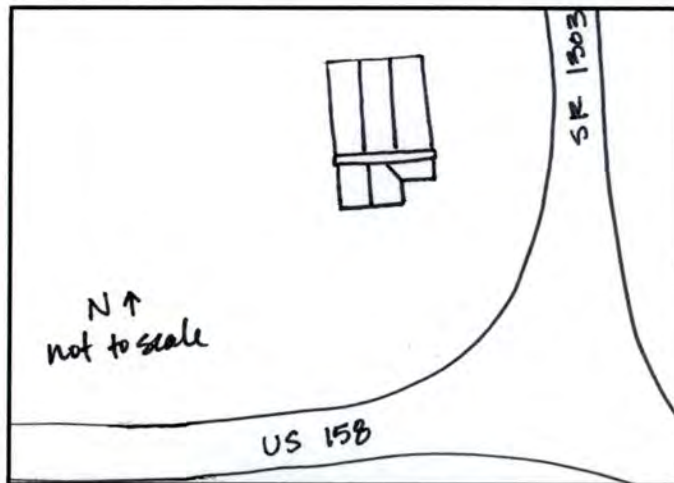
²⁵ Nancy Grace Britt to Robert Eugene Vaughan, July 22, 1981, H.C. Deeds-Winton; Frances Holloman, telephone interview with the author, January 28, 2003; Robert Vaughan, telephone interview with the author, January 10, 2003.

Evaluation: The Britt Store is recommended as eligible for the National Register of Historic Places under Criterion A in the areas of commerce and transportation for its association with the commerce related to Hill's Ferry and the surrounding rural area.

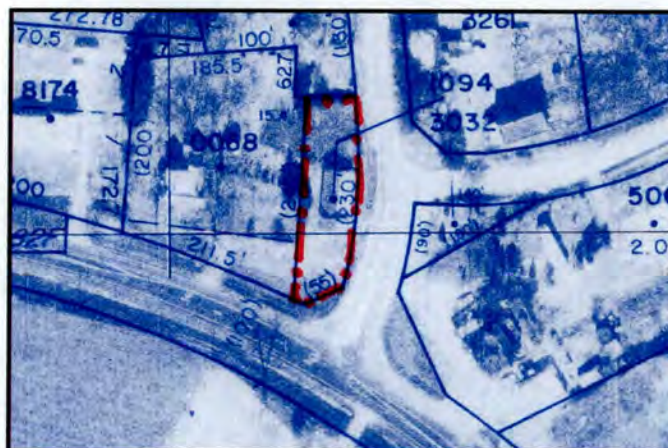
The Britt Store is also recommended as eligible under Criterion C in the area of architecture as a relatively intact example of a late nineteenth-century store building in a rural, crossroads community. The building retains its original form and the architectural detailing in the parapets.

The building is not associated with significant individuals and is therefore not recommended as eligible under Criterion B. The building is not recommended as eligible under Criterion D because it is unlikely to yield information about our past not otherwise accessible from other extant resources and written records.

Boundary Justification: The eligible boundary of the Britt Store encompasses the entire .29-acre lot historically associated with the store and conforms to the present tax boundary.



Britt Store, site plan



Britt Store,
Tax map showing National Register boundary

*Widen U.S. 158 (Murfreesboro Bypass to U.S. 13)
Hertford County, TIP No. R-2583*



Britt Store, view northwest

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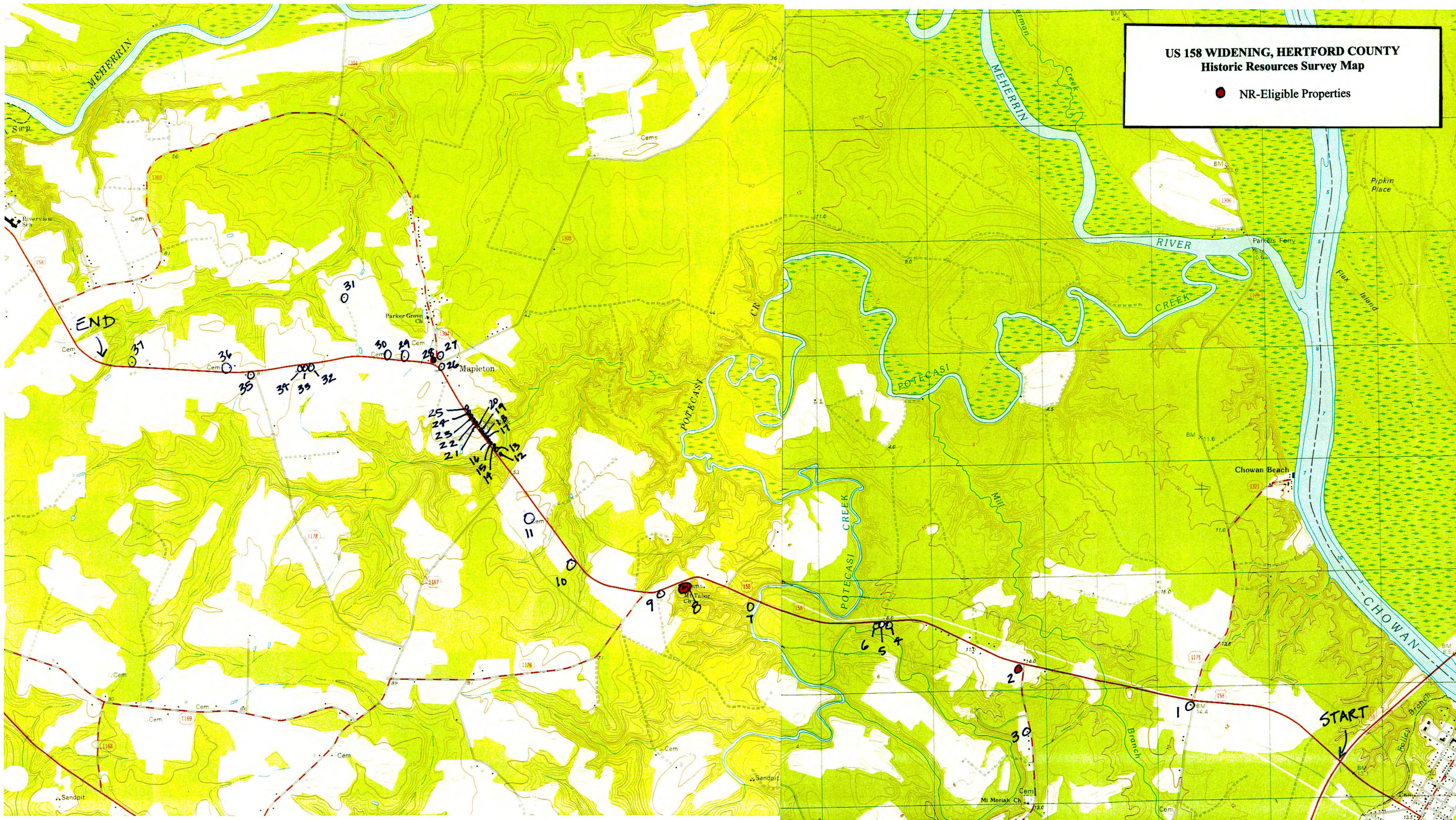
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Appendix A

Area of Potential Effects (APE) Map

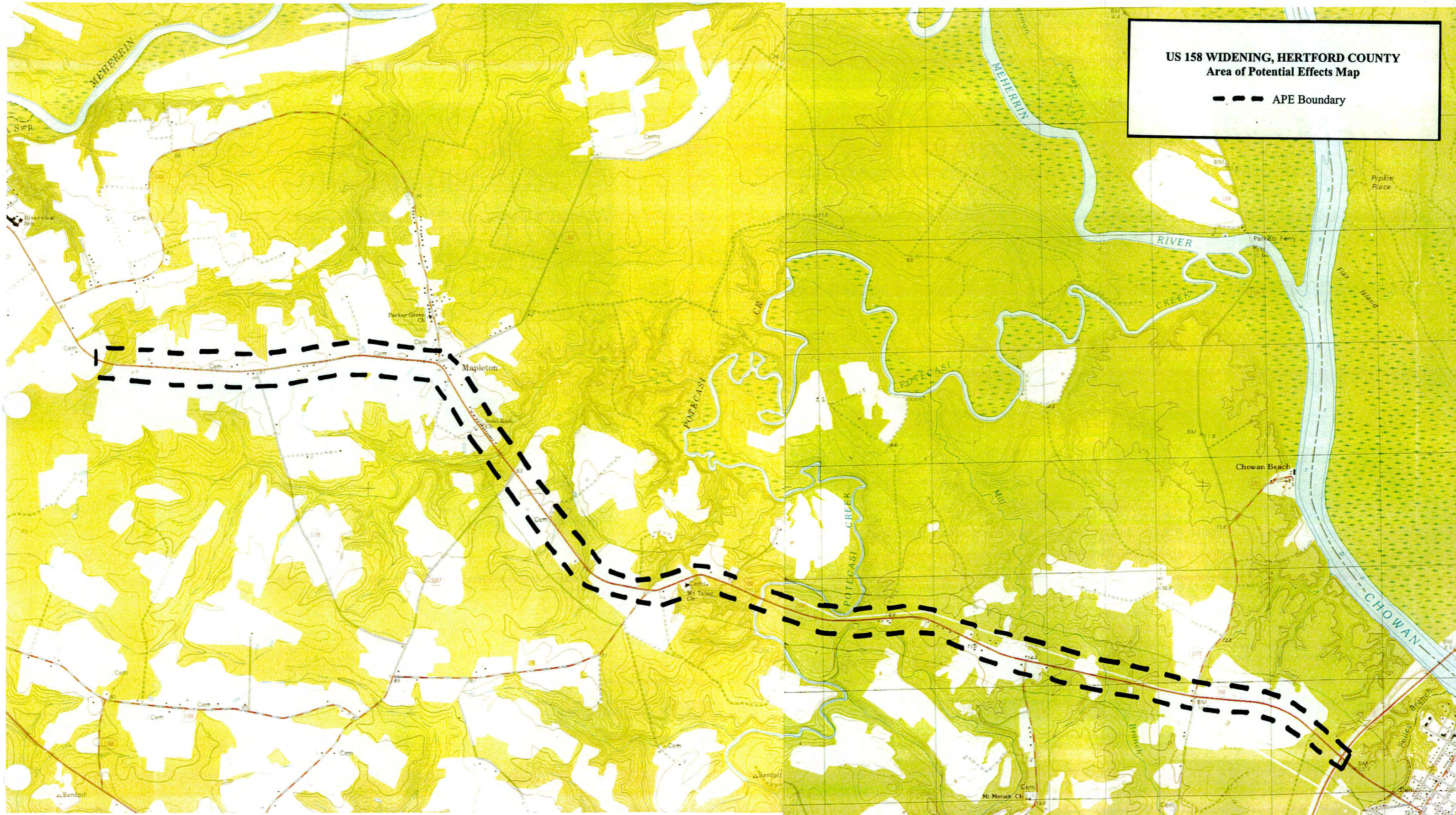
**US 158 WIDENING, HERTFORD COUNTY
Historic Resources Survey Map**

● NR-Eligible Properties



US 158 WIDENING, HERTFORD COUNTY
Area of Potential Effects Map

--- APE Boundary



Appendix B

**Properties Not Eligible for the National Register
and Not Worthy of Further Evaluation
With Concurrence Form**

Federal Aid # n/a TIP # R-2583 County: Hertford

**CONCURRENCE FORM FOR PROPERTIES NOT ELIGIBLE FOR
THE NATIONAL REGISTER OF HISTORIC PLACES**

Project Description: Widen US 158 to multi-lanes

On 12/3/02, representatives of the

- North Carolina Department of Transportation (NCDOT)
- Federal Highway Administration (FHWA)
- North Carolina State Historic Preservation Office (HPO)
- Other : Jennifer Martin, Edwards-Pitman Environmental, Inc.

Reviewed the subject project at

- Scoping meeting
- Historic architectural resources photograph review session/consultation
- Other

All parties present agreed

- There are no properties over fifty years old within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are properties over fifty years old within the project's Area of Potential Effects (APE), but based on the historical information available and the photographs of each property, the properties identified as 1; 3-7; 9-27; 29-37 are considered not eligible for the National Register and no further evaluation of them is necessary.
- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- All properties greater than 50 years of age located in the APE have been considered at this consultation, and based upon the above concurrence, all compliance for historic architecture with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.
- There are no historic properties affected by this project. (Attach any notes or documents as needed)

Signed:

Vanessa C. Patrick
Representative, NCDOT

12-3-02
Date

Ron VA
FHWA, for the Division Administrator, or other Federal Agency

12/3/02
Date

Janet D. [Signature]
Representative, HPO

12/3/02
Date

David Wood
State Historic Preservation Officer

12/11/02
Date

If a survey report is prepared, a final copy of this form will be included.

**PROPERTIES NOT ELIGIBLE FOR THE NATIONAL REGISTER AND NOT
WORTHY OF FURTHER EVALUATION
(Keyed to Survey Map)**

- 1. House, ca. 1945**
SW jct. of U.S. 158 and SR 1175
Single-story, side-gabled house with two sheds; vinyl siding. Not eligible due to lack of architectural and historical significance.

- 3. House, ca. 1900**
W side of SR 1174, 0.5 mi. S of U.S. 158
I-house with mid-twentieth-century brick addition; heavily altered. Not eligible due to lack of architectural and historical significance.

- 4. House, ca. 1940**
S side of U.S. 158, 1.3 mi. W of SR 1174
Single-story, front-gabled cinderblock house with enclosed porch. Not eligible due to lack of architectural and historical significance.

- 5. House, ca. 1940**
S side of U.S. 158, 1.4 mi. W of SR 1174
Single-story, front-gabled dwelling with asbestos shingle siding; porch removed. Not eligible due to lack of architectural and historical significance.

- 6. House, ca. 1950**
S side of U.S. 158, 1.5 mi. W of SR 1174
Single-story cinderblock house. Not eligible due to lack of architectural and historical significance.

- 7. Civil War Breastworks Historic Marker**
S side of U.S. 158, at Potecasi Creek

- 9. House, ca. 1900**
S side of U.S. 158, E of jct. with SR 1176
Early twentieth-century two-story, single-pile brick house. Not eligible due to lack of architectural and historical significance.

- 10. House, ca. 1950**
915 U.S. 158
Mid-twentieth-century one-story house; vinyl siding. Not eligible due to lack of architectural and historical significance.

- 11. Cemetery**
W side of U.S. 158, 0.5 mi. S of SR 1167
Overgrown cemetery. Not eligible due to lack of architectural and historical significance.
- 12. House, ca. 1930**
NE side of U.S. 158
Front-gabled house; altered porch, vinyl siding. Not eligible due to lack of architectural and historical significance.
- 13. House, ca. 1930**
NE side of U.S. 158
Front-gabled house; aluminum siding, altered porch. Not eligible due to lack of architectural and historical significance.
- 14. House, ca. 1930**
1040 U.S. 158
Front-gabled brick house; altered porch. Not eligible due to lack of architectural and historical significance.
- 15. House, ca. 1900**
1042 U.S. 158
Single-story, side-gabled house; vinyl siding, enclosed porch. Not eligible due to lack of architectural and historical significance.
- 16. House, ca. 1900**
1044 U.S. 158
Single-story, side-gabled house; replacement porch. Not eligible due to lack of architectural and historical significance.
- 17. House, ca. 1910**
NE side of U.S. 158
Single-story, side-gabled house with rafter tails, enclosed porch. Not eligible due to lack of architectural and historical significance.
- 18. House, ca. 1950**
NE side of U.S. 158
Single-story side-gabled dwelling with vinyl siding. Not eligible due to lack of architectural and historical significance.
- 19. House, ca. 1900**
NE side of U.S. 158
Single-story, side-gabled house; vinyl siding, altered porch. Not eligible due to lack of architectural and historical significance.

- 20. House, ca. 1920**
1050 U.S. 158
Single-story, L-plan, brick dwelling. Not eligible due to lack of architectural and historical significance.
- 21. House, ca. 1900**
NE side of U.S. 158
Single-story, side-gabled dwelling; vinyl siding; replacement porch posts. Not eligible due to lack of architectural and historical significance.
- 22. House, ca. 1900**
NE side of U.S. 158
Single-story, side-gabled dwelling; vinyl siding, altered porch. Not eligible due to lack of architectural and historical significance.
- 23. Commercial building and addition, ca. 1900, 1950**
NE side of U.S. 158
Single-story building with early 1950s front addition; vinyl siding. Not eligible due to lack of architectural and historical significance.
- 24. House, ca. 1910**
1106 U.S. 158
Single-story, side-gabled house; vinyl siding, altered porch. Not eligible due to lack of architectural and historical significance.
- 25. House, ca. 1910**
NE side of U.S. 158
Single-story, side-gabled house with two sheds; aluminum siding. Not eligible due to lack of architectural and historical significance.
- 26. House, ca. 1900**
SE corner of U.S. 158 and SR 1305
Two-story, side-gabled house; aluminum siding, altered porch, deteriorated. Not eligible due to lack of architectural and historical significance.
- 27. Parker Store, ca. 1900**
NE corner of jct. of SR 1305 and SR 1303
Two-story, rough-faced concrete-block commercial building; roof collapsed, no sash remaining. Not eligible due to loss of architectural integrity.
- 29. House, ca. 1900**
1152 U.S. 158
Two-story, single-pile, side-gabled house; new porch, windows and siding. Not eligible due to lack of architectural and historical significance.

- 30. Cemetery**
N side of U.S. 158
Concrete-block wall encloses three sides. Majority of stones are modern. Not eligible due to lack of architectural and historical significance.
- 31. Farmstead, various buildings ca. 1850-1950**
Down dirt lane on N side of U.S. 158
Mid-nineteenth-century two-story, single-pile, hipped-roof dwelling with Craftsman renovation; aluminum siding. Outbuildings include large barn (mid-twentieth century) and two small sheds. Not eligible due to lack of architectural and historical significance.
- 32. House, ca. 1910**
1301 U.S. 158
One-story L-plan house; altered. Not eligible due to lack of architectural and historical significance.
- 33. House, ca. 1940**
1305 U.S. 158
Single-story, side-gabled house with front-facing gable; enclosed porch, aluminum siding. Not eligible due to lack of architectural and historical significance.
- 34. House, ca. 1900**
1307 U.S. 158
Single-story, side-gabled house; new windows. Not eligible due to lack of architectural and historical significance.
- 35. House, ca. 1900**
SW jct. of U.S. 158 and SR 1178
Two-story, side-gabled house; asbestos shingle siding, replacement porch and windows. Not eligible due to lack of architectural and historical significance.
- 36. Cemetery,**
N side of U.S. 158
Not eligible due to lack of architectural and historical significance.
- 37. House, 1900**
1440 U.S. 158
Two-story single-pile house with aluminum siding. Not eligible due to lack of architectural and historical significance.



1. House, SW jct. of U.S. 158 and SR 1175



3. House, W side of SR 1174, 0.5 mi. S of U.S. 158



4. House, S side of U.S. 158. 1.3 mi. W of SR 1174



5. House, S side of U.S. 158, 1.4 mi. W of SR 1174



6. House, S side of U.S. 158, 1.5 mi. W of SR 1174



7. Civil War Breastworks, S side of U.S. 158, at Potecasi Creek



9. House, S side of U.S. 158, E of jct. with SR 1176



10. House, 915 U.S. 158



11. Cemetery, W side of U.S. 158, 0.5 mi. S of SR 1167



12. House, NE side of U.S. 158



13. House, NE side of U.S. 158



14. House, 1040 U.S. 158



15. House, 1042 U.S. 158



16. House, 1044 U.S. 158



17. House, NE side of U.S. 158



18. House, NE side of U.S. 158



19. House, NE side of U.S. 158



20. House, 1050 U.S. 158



21. House, NE side of U.S. 158



22. House, NE side of U.S. 158



23. Commercial building and addition, NE side of U.S. 158



24. House, 1106 U.S. 158



25. House, NE side of U.S. 158



26. House, SE corner of U.S. 158 and SR 1305



27. Commercial building, NE corner of jct. of SR 1305 and SR 1303



29. House, 1152 U.S. 158



30. Cemetery, N side of U.S. 158



31. Farmstead, Down dirt lane on N side of U.S. 158



32. House, 1301 U.S. 158



33. House, 1305 U.S. 158



34. House, 1307 U.S. 158



35. House, SW jct. of U.S. 158 and SR 1178



36. Cemetery, N side of U.S. 158



37. House, 1440 U.S. 158

Appendix C

Professional Qualifications

CYNTHIA DE MIRANDA

POSITION: Architectural Historian
Historic Preservation Planner

EDUCATION: B.A. Public Policy Studies (1991)
Duke University

Introduction to Section 106 of the
National Historic Preservation Act (1993)
Washington, DC

EXPERIENCE:

Ms. de Miranda is an Architectural Historian/Historic Preservation Planner for Edwards-Pitman Environmental, Inc. and is responsible for preparing documentation in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and various other state and federal environmental laws and regulations. Ms. de Miranda conducts field surveys to identify, evaluate, research, and document historic resources located in the area of potential effect for proposed projects. As part of her evaluation of historic structures, Ms. de Miranda delineates National Register boundaries and justifies those boundaries as part of Section 106 documentation. Ms. de Miranda prepares National Register nominations and coordinates reviews with local, state, and federal agencies as needed. She also conducts comprehensive architectural surveys for the State Historic Preservation Offices in South Carolina and North Carolina.

Prior to joining the firm, Ms. de Miranda worked as an architectural historian with Hess, Roise and Company of Minneapolis, Minnesota. During her employment there, she conducted historic resource surveys; prepared National Register nominations; documented properties for the Historic American Buildings Survey and Historic American Engineering Record; and created historical walking and driving tours for heritage tourism initiatives. Ms. de Miranda has also worked on the staff of the Raleigh Historic Districts Commission and the Advisory Council on Historic Preservation in Washington, DC.

Some projects Ms. de Miranda has been involved with are listed below.

- *North Carolina Department of Transportation Phase II Historic Architectural Evaluation*, Scotland County, North Carolina (2002)
- *North Carolina Department of Transportation Phase II Survey Report, NC 55 (Alston Avenue)*, Durham County, North Carolina (2002)
- *Greenville (SC) Historic Resources Survey*, Greenville County, South Carolina. Survey to identify properties eligible for National Register of Historic Places and eligible for local designation as part of a project funded partially by the National Park Service's Historic Preservation Fund and administered by the South Carolina Department of Archives and History. (2002-2003)
- *North Carolina Historic Preservation Office Study List Application: Oriental Graded School and Oriental High School*, Pamlico County, North Carolina (February 2002)
- *Dakota, Minnesota & Eastern Railroad Corridor Study*, Minnesota and South Dakota (1999)
- *Kachess Dam HAER Documentation*, Kittitas County, Washington (1998-1999)

- *Spruce Shadows Farm Documentation*, Bloomington, Minnesota (1998-1999). Ms. de Miranda also published her findings as “Country Life in the Suburbs: Spruce Shadows Farm” in the Spring 1999 issue of *Hennepin History Magazine*.
- *Five Channels and Coline (Hodenpyl) Camps Archival and Literature Research*, Iosco and Manistee Counties, Michigan (1998)
- *Austin Airport Expansion Section 106 Compliance*, Austin, Minnesota (1998)
- *Minneapolis-Saint Paul International Airport (Wold-Chamberlain Field) HABS Documentation*, Hennepin County, Minnesota (1997-1999)
- *Preservation Management and Marketing Plan for Iron Range Resources and Rehabilitation Board/Northern Lights Tourism Alliance*, Northern Minnesota (1997)
- *Wisconsin’s Great River Road Interpretive Plan*, Prescott to Sandy Hook, Wisconsin, for Wisconsin Department of Transportation (1996-1997)
- *Minnesota Statewide Historic Bridge Inventory* for Minnesota Department of Transportation (1995-1997)
- *Hardy Hydroelectric Plant HAER Documentation and National Register Nomination*, Newaygo County, Michigan (1995-1997). Ms. de Miranda presented her findings at an annual meeting of the Society for Industrial Archaeology and later published her research as “Safety and Showmanship: Corporate Requirements for the Hardy Hydroelectric Plant” in *IA: The Journal of the Society for Industrial Archaeology*.
- *Cooke Hydroelectric Plant HAER Documentation and National Register Nomination*, Iosco County, Michigan (1995)
- *Montgomery Ward & Company Northwestern Catalog House HABS Documentation*, Saint Paul, Minnesota (1995)
- *Universal Laboratories Building National Register Nomination*, Dassel, Minnesota (1995)
- *Starved Rock Lock and Dam HAER Documentation*, La Salle County, Illinois (1994-1995)
- *Minneapolis-Saint Paul International Airport AED Intensive-Level Cultural Resources Survey*, Hennepin County, Minnesota (1994-1995)
- *Minneapolis-Saint Paul Airport Site 3, Intensive-Level Cultural Resources Survey*, Dakota County, Minnesota (1994)

PUBLICATIONS:

“Safety and Showmanship: Corporate Requirements for the Hardy Hydroelectric Plant,” *IA: Journal of the Society for Industrial Archaeology* 26, 2: 19-30 (2000).

“Country Life in the Suburbs: Spruce Shadows Farm,” *Hennepin History Magazine* 58, 2: 20-29 (1999).

JENNIFER F. MARTIN

POSITION: Project Manager and Senior Architectural Historian

EDUCATION: M.A. History with Emphasis in Historic Preservation (1994)
Middle Tennessee State University

B.A. History and B.A. Sociology (1987)
University of South Carolina

Introduction to Section 106 of the
National Historic Preservation Act (2001)
University of Nevada, Reno

PROFESSIONAL AFFILIATIONS: Preservation North Carolina Board of Advisors
Vernacular Architectural Forum
National Trust for Historic Preservation
American Association for State and Local History

EXPERIENCE:

Ms. Martin currently serves as Project Manager and Senior Architectural Historian for Edwards-Pitman Environmental, Inc. She is responsible for preparing documentation in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and various other state and federal environmental laws and regulations. Ms. Martin conducts field surveys to identify, evaluate, research, and document historic resources located in the area of potential effect for proposed projects. Documentation includes the determination of National Register eligibility and areas of significance as well as the justification of proposed National Register boundaries. Ms. Martin prepares effects assessments and mitigation to minimize harm to historic resources. Ms. Martin prepares nominations to the National Register of Historic Places and conducts architectural surveys sponsored by the National Park Service.

Prior to joining the firm, Ms. Martin was employed with the North Carolina Division of Archives and History in Raleigh as the National Register Coordinator for the State Historic Preservation Office. She reviewed and processed all nominations to the National Register and coordinated meetings of the National Register Advisory Committee. In addition to her principal duties, she administered several program areas including environmental review, local preservation commissions, grant projects and Part 1 tax credit assessment. During her two-and-a-half year tenure as National Register Coordinator, 114 nominations were listed in the National Register of Historic Places. Prior to her promotion to National Register Coordinator, Ms. Martin served as Preservation Specialist in the Western Office of the North Carolina Division of Archives and History in Asheville.

Some projects Ms. Martin has been involved with are listed below.

- *Historic Structures Report on the Morganton Depot, Morganton, North Carolina: A Transportation Enhancement Grant (TEA-21) Project for the North Carolina Department of Transportation (September 2002)*
- *Historic Structures Report on the Marion Depot, Marion, North Carolina: A Transportation Enhancement Grant (TEA-21) Project for the North Carolina Department of Transportation (September 2002)*
- *Research on historic train stations for the NCDOT Rail Division at the National Archives in Washington, D.C. In conjunction with the restoration of passenger rail service in North Carolina. (July 2002 to present; ongoing).*

- *North Carolina Department of Transportation Phase I Survey Report, U.S. Highway 158 Corridor, Hertford County, North Carolina (August 2002)*
- *Dudley High School, National Register Nomination, Greensboro, Guilford County, North Carolina (August 2002)*
- *Mitchell College Historic District Boundary Expansion National Register Nomination, Statesville, Iredell County, North Carolina (April 2002)*
- *Architectural Survey of Wake County Public Schools Built Before 1956, Wake County, North Carolina (March 2002)*
- *North Carolina Department of Transportation Phase I Survey Report, U.S. Highway 52 Corridor, Forsyth County, North Carolina (March 2002)*
- *North Carolina Department of Transportation Phase II Survey Report, U.S. Highway 19 / 23, Buncombe and Haywood Counties, North Carolina (March 2002)*
- *City of Darlington Architectural Survey, Darlington County, South Carolina. Conducted a survey of Darlington's existing National Register districts, potential new districts and areas of possible expansion of the current districts. (October 2001-June 2002)*
- *Dare and Currituck Counties Architectural Survey, Dare and Currituck Counties, North Carolina (2001-2002)*
- *Phase I Survey for Improvements to Exit 33 on I-77, Iredell County, North Carolina (December 2001-February 2002)*
- *North Carolina Historic Preservation Office Study List Applications: Madison Schools Complex, Rockingham County; Clayton Mill, Johnston County and Clemmons School, Forsyth County. (December 2001-January 2002)*
- *Upper Richland County Architectural Survey, Richland County, South Carolina. Conducted an intensive-level survey of the northern half of South Carolina's capital county. Documented and recorded over 700 historic resources as part of the project funded partially by the National Park Service's Historic Preservation Fund and administered by the South Carolina Department of Archives and History. (2001-2002)*
- *Belmont Hosiery Mill National Register Nomination, Belmont, Gaston County, North Carolina (January 2002)*
- *Jean-Pierre Auguste Dalmas House National Register Nomination, Burke County, North Carolina (October 2001)*
- *Jesse Penny House and Outbuildings National Register Nomination, Wake County, North Carolina (October 2001)*
- *Apex Historic District Boundary Expansion II National Register Nomination, Wake County, North Carolina (October 2001)*
- *Historic Architectural Resources Survey Report: Replacement of Bridge No. 4 on SR 1565 over the Ivy River, Madison County, North Carolina (August 2001)*

- *Historic Architectural Resources Survey Report: Replacement of Bridge No. 56 on SR 1250 over Canoe Creek, Burke County, North Carolina* (August 2001)
- *Occoneechee Speedway National Register Nomination*, Orange County, North Carolina (October 2001)
- *Cowee-West's Mill Historic District National Register Nomination*, Macon County, North Carolina (October 2000)
- *Duplin County Architectural Survey*, Duplin County, North Carolina, Conducted an intensive-level survey of a rural eastern North Carolina county. Over 500 resources recorded and a *National Register Multiple Property Documentation Form* prepared a completion of project. Ms. Martin published her survey findings and research into the county's history in *Along the Banks of the Old Northeast: The Historical and Architectural Development of Duplin County, North Carolina*. (2000)

PUBLICATIONS:

"Biltmore Complex," "Biltmore Forest School" and "Appalachian Rustic Architecture" in *The Encyclopedia of Appalachia*. East Tennessee State University (expected publication 2002)

Along the Banks of the Old Northeast: The Historical and Architectural Development of Duplin County, North Carolina. Duplin County Historical Foundation, 2000.

A Guide to the Historic Architecture of Western North Carolina (co-author). University of North Carolina Press, 1999.

AWARDS:

Certificate of Commendation for *Along the Banks of the Old Northeast*. Presented by the American Association for State and Local History (AASLH), October 2001.

Griffin Award for Notable Research and Publication. Presented by the Preservation Society of Asheville and Buncombe County, 2000.