



North Carolina Department of Cultural Resources
State Historic Preservation Office

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Office of Archives and History

Division of Historical Resources
David J. Olson, Director

June 25, 2002

MEMORANDUM

TO: William D. Gilmore, Manager
Project Development and Environmental Analysis Branch
Department of Transportation, Division of Highways

FROM: David Brook *for David Brook*

SUBJECT: Historical Architectural Survey Report, NC 28 and SR 1323 Improvements, TIP
No. R-2408, Macon County, ER 02-9378

Thank you for your letter of March 27, 2002, transmitting the survey report by Mattson, Alexander and Associates, Inc. concerning the above project. We regret that staff vacancies prevented us from responding in a timelier manner.

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:

- Duvall House and Restaurant Complex
- Calloway Farm
- Civilian Conservation Corps Stone Drainage System

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
Mattson, Alexander and Associates

bc: Brown/McBride
County

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**PHASE II HISTORICAL ARCHITECTURAL
SURVEY REPORT**

**N.C. 28 and S.R. 1323 IMPROVEMENTS
MACON COUNTY
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
T.I.P. NUMBER R-2408
STATE PROJECT NUMBER 8.1970801
FEDERAL AID PROJECT NUMBER STP-28(1)**

Prepared By

**Mattson, Alexander and Associates, Inc.
2228 Winter Street
Charlotte, North Carolina 28205**

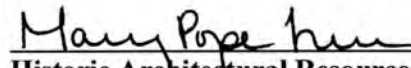
Prepared For

**North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, North Carolina 27699-1548**

25 March 2002



Principal Investigator **Date**
Mattson, Alexander and Associates, Inc. 3-25-02



Historic Architectural Resources **Date**
North Carolina Department of Transportation 3-27-2002

MANAGEMENT SUMMARY

This North Carolina Department of Transportation project is entitled, *N.C. 28 and S.R. 1323 Improvements, Macon County*. The T.I.P. Number is R-2408. The proposed action includes upgrading, widening, and making safety improvements to S.R. 1323 (Riverview Street) in Franklin, the seat of Macon County, and to N.C. 28 north of Franklin. The existing highways are two lane, north-south routes, and the proposed improvements would occur on a 3.6 mile segment from Franklin north to the Little Tennessee River. The project location is depicted in **Figure 1**.

This architectural survey was conducted and the report prepared in order to identify historic architectural resources located within the area of potential effects (A.P.E.) as part of the environmental studies conducted by N.C.D.O.T. and documented by an environmental assessment (E.A.). This report is prepared as a technical addendum to the E.A., which is on file at the North Carolina Department of Transportation, Raleigh, North Carolina. The technical addendum is part of the documentation undertaken to comply with the National Environmental Policy Act (N.E.P.A.) and the National Historic Preservation Act of 1966, as amended. Federal regulations require federal agencies to take into account the effect of their undertakings on properties included in, 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.

The report meets the guidelines for architectural surveys established by N.C.D.O.T. (15 June 1994). These guidelines set forth the following goals for architectural surveys: (1) to determine the A.P.E. for the project; (2) to locate and identify all resources fifty years of age or older within the A.P.E.; and (3) to determine the potential eligibility of these resources for listing in the National Register of Historic Places. In addition, this report conforms to the expanded requirements for architectural survey reports developed by N.C.D.O.T. and the North Carolina Department of Cultural Resources (February 1996).

The methodology for the survey consisted of background research into the historical and architectural development of the area and a field survey of the A.P.E. (see **Figure 3** in **Appendix A**). The field survey was conducted to delineate the A.P.E. of the proposed highway construction and to identify all properties within this area that were built prior to 1953. The boundaries of the A.P.E. are shown on U.S. Geological Survey (U.S.G.S.) topographical maps. The A.P.E. is comprised primarily of residential and agricultural properties. One hundred percent of the A.P.E. was surveyed (see **Figure 2**).

A total of 26 resources were identified as being at least fifty years of age. None of the resources within the A.P.E. has been listed in either the National Register or the Study List, and none has been previously surveyed. Three resources were evaluated intensively in the Property Inventory and Evaluations Section of the report: the Duvall House and Restaurant Complex (No. 9); the Calloway Farm (No. 10), and the Civilian Conservation Corps (C.C.C.) stone drainage ditch system (No. 11). None is recommended for National Register eligibility.

Properties Listed in the National Register or the Study List

Page No.

None

Properties Evaluated Intensively and Considered Eligible for the National Register

None

Properties Evaluated Intensively and Considered Not Eligible for the National Register

No. 9	Duvall House and Restaurant Complex	17
No. 10	Calloway Farm	24
No. 11	C.C.C. Stone Drainage Ditch System	31

Other Properties Evaluated and Considered Not Eligible for the National Register

(see Appendix A)

No. 1	House
No. 2	House
No. 3	House
No. 4	House
No. 5	House
No. 6	House
No. 7	House
No. 8	House
No. 12	House
No. 13	House
No. 14	House
No. 15	House
No. 16	House
No. 17	Lazy K Horse Farm
No. 18	House
No. 19	House
No. 20	House
No. 21	House
No. 22	House
No. 23	House
No. 24	House
No. 25	House
No. 26	Bridge

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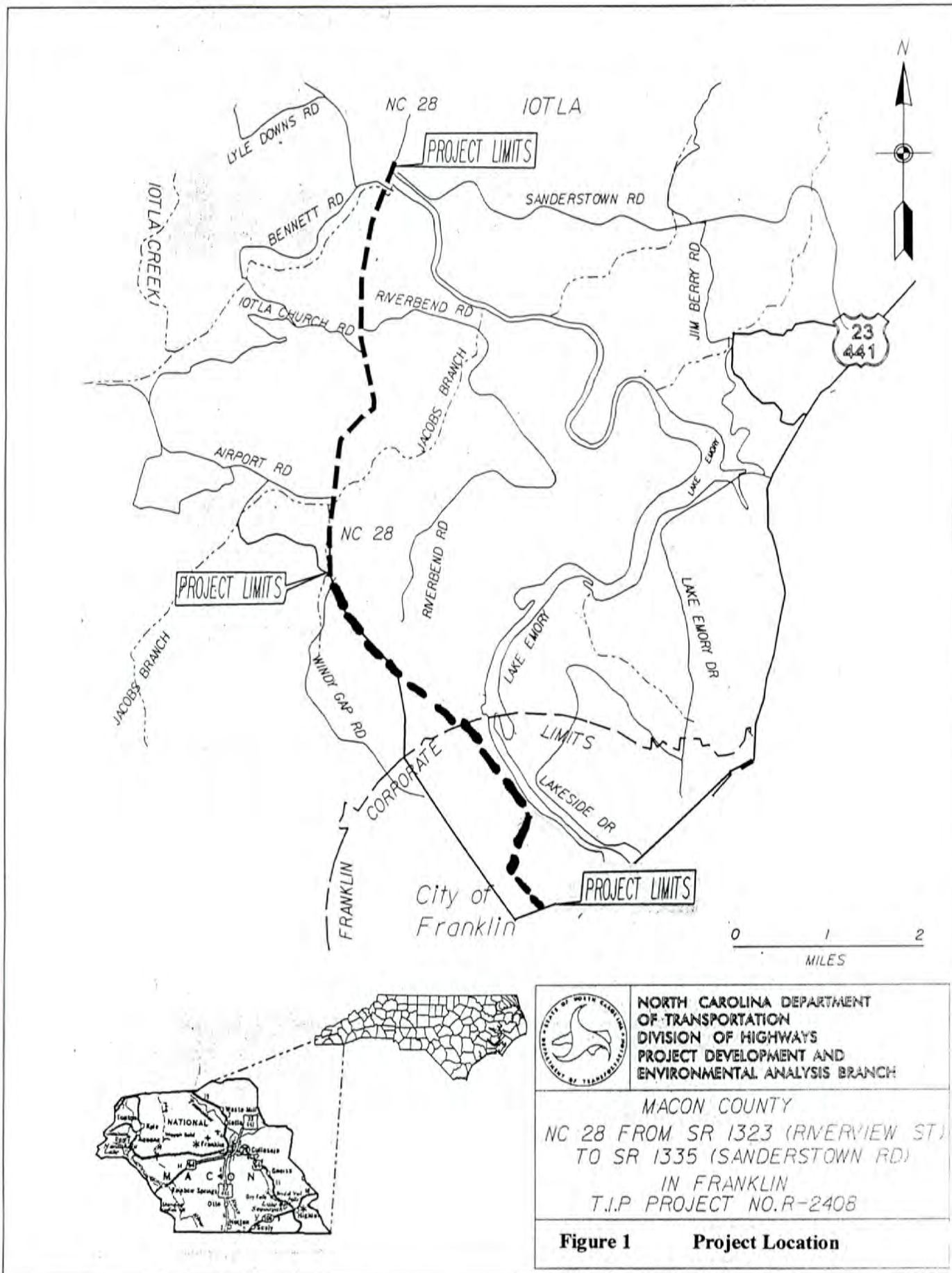
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II. INTRODUCTION

This Phase II intensive level architectural survey was undertaken in conjunction with the proposed improvements to both S.R. 1323 (Riverview Street) within the town of Franklin, Macon County, and to N.C. 28, north of Franklin (**Figure 1**). The T.I.P. Number for this North Carolina Department of Transportation project is R-2408. The project extends north for approximately 3.6 miles along two-lane Riverview Street (S.R. 1323) in Franklin and N.C. 28, north of Franklin. The southern terminus is located just north of Main Street in the county seat, and the project ends at the junction of N.C. 28 and S.R. 1378, just beyond the crossing of N.C. 28 and the Little Tennessee River. Mattson, Alexander and Associates, Inc. of Charlotte, North Carolina, conducted this study for the North Carolina Department of Transportation, Raleigh, North Carolina. Richard L. Mattson and Frances P. Alexander served as the principal investigators, and the work was undertaken in February 2002.

This architectural survey was undertaken in accordance with the Department of Transportation Act of 1966, Section 106 of the National Historic Preservation Act of 1966, as amended (36 C.F.R. 800), and the F.H.W.A. Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents). Section 106 requires the identification of all properties eligible or potentially eligible for listing in the National Register of Historic Places according to criteria defined in 36 C.F.R. 60. In order to comply with these federal regulations, this survey followed guidelines set forth in Phase II Survey Procedures for Historic Architectural Resources (N.C.D.O.T., 15 June 1994) and expanded requirements for architectural survey reports developed by N.C.D.O.T. and the North Carolina Department of Cultural Resources (February 1996). Federal regulations require that the area of potential effects (A.P.E.) for the undertaking must be determined. The A.P.E. is defined as the geographical area, or areas, within which an undertaking may cause changes to the character or use of historic properties, if such potentially eligible properties exist. The A.P.E. is depicted on U.S. Geological Survey topographical maps (see **Figure 2**).

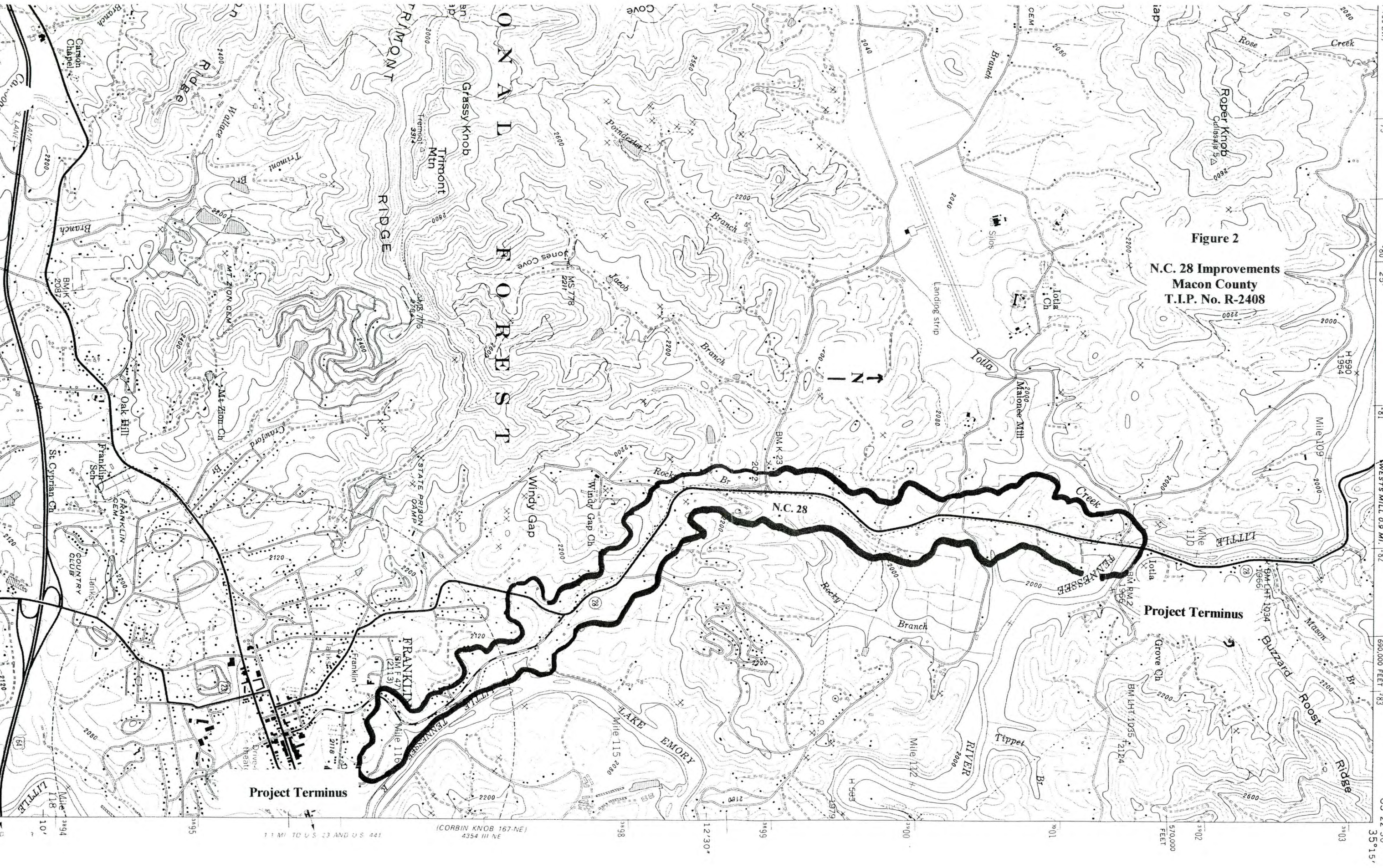
The A.P.E. is based primarily on the relationship of the proposed corridor to both natural and manmade boundaries. At the north end of the project, the A.P.E. is clearly marked by the Little Tennessee River, which turns roughly east-west at the north end of the project area. Along the route, the A.P.E. is defined by the Little Tennessee which parallels the east side of N.C. 28 and by the forested, mountain terrain.



	<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH</p>
	<p><i>MACON COUNTY</i> NC 28 FROM SR 1323 (RIVERVIEW ST) TO SR 1335 (SANDERSTOWN RD) IN FRANKLIN T.I.P. PROJECT NO.R-2408</p>
<p>Figure 1 Project Location</p>	

166-5W
167-NW
168-5W
169-5W
170-5W
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199-5W
200-5W

Figure 2
N.C. 28 Improvements
Macon County
T.I.P. No. R-2408



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200-5W

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39°30'
39°45'
39°59'

166-5W
167-5W
168-5W
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III. PHYSICAL ENVIRONMENT

The project area is sited within the town of Franklin and its environs. Franklin is the seat of Macon County, located in southwestern North Carolina along the Georgia border. The county is characterized by a rugged topography with forested mountains over 5,000 feet tall and fertile river valleys in the center of the county. The Cowee Mountains form the eastern boundary of the county, the Nantahala Mountains define the west, and the Blue Ridge extend across the southeastern border. The county has three major rivers, the Nantahala, the Little Tennessee, and the Cullasaja. The Nantahala follows a northerly course through Nantahala Gorge in northwest Macon County, terminating in Fontana Lake in neighboring Swain County. The Little Tennessee also flows north into Fontana Lake, and the Cullasaja begins in Lake Sequoyah in the southeastern corner of the county, flowing in a northwesterly direction through Cullasaja Gorge where it merges with the Little Tennessee. Franklin is located in the center of the county at the confluence of the Little Tennessee and the Cullasaja rivers. U.S. 441/23, known locally as the Georgia Road, approximately parallels the Little Tennessee as it drains into the northern Georgia mountains. Southeast of Franklin, U.S. 64 and N.C. 28 follow the valley of the Callasaja River. In addition to Franklin, Macon County has only one other incorporated town, Highlands. A summer resort, Highlands sits on a plateau 3,835 feet above sea level in the southeastern corner of the county. The National Forest Service owns nearly one-half the land in the county, much of it lying within the vast Nantahala National Forest of western Macon County.

Macon County had been formed in 1829 from neighboring Haywood County and, at the time of its creation, encompassed all of adjoining Cherokee, Graham, Swain, and Clay counties as well as portions of Jackson County. Because of the mountainous terrain and poor transportation, the county has been sparsely populated throughout its history with its population concentrated within the valley of the Little Tennessee and along the Highlands and Nantahala plateaus. Settlers migrated into the county along the trails that followed the numerous rivers, streams, and water courses through the region, and one of principal routes of settlement was along the Little Tennessee which provided a path through Rabun Gap in north Georgia into Macon County. In the twentieth century, roads and highways have also followed these historic routes along the waterways. U.S. 64 forms the principal east-west highway through the county, while N.C. 28, a north-south route, leads from Georgia north to Swain County and the Great Smoky Mountains.

Franklin was built on a flat ridge overlooking the Little Tennessee on what was a sacred site for the powerful Cherokee nation, and the area remained their stronghold into the early nineteenth century. White settlement brought bloody warfare during the colonial and early federal period, but in 1817 and 1818, treaties with the Cherokees ceded all the land east of the Nantahala crest to the U.S. With greater political stability, settlement began in earnest, and pioneers flocked in from nearby counties. The early settlers were subsistence farmers, and subsistence agriculture remained a mainstay of the local economy into the twentieth century. As in other western counties, timbering and other wood-related industries emerged as important elements of the regional economy by the late nineteenth century with the coming of the railroad. Macon County also had deposits of several important minerals, and in the late nineteenth century, corundum and mica mining became valuable sectors of the county's economy. At the same time, Franklin and Highlands, as well as numerous other towns in the mountains, became summer resorts for wealthy urban residents seeking to escape the summer heat. In the twentieth century, highway construction campaigns and large-scale hydroelectric power projects have ended some of Macon County's former isolation. In recent decades, Macon County has benefited from the growing popularity of outdoor sports (both winter and summer), the expansion of nearby Western Carolina University, and the influx of often wealthy retirees and seasonal residents. Since 1970, Macon

County has been one of the fastest growing counties in North Carolina although its population still remains under 40,000.

The south end of the project area is located within the town of Franklin, and modern commercial, office, and residences line Riverview Street. North of the junction of Iotla and Riverview streets, the route is flanked to the east by the Little Tennessee River and to the west by small, postwar, residential developments that were built on the hills overlooking the river. North of the Franklin town limits, the highway is lined primarily with postwar farmsteads, vacation houses, and modern dwellings. A few early twentieth century farm complexes remain interspersed with this later development. At the junction with N.C. 28 is a modern gasoline station and a small, modern commercial complex. North of this junction, early to late twentieth century farms line the highway with houses sited near the road and pastureland extending either to the river on the east side or to streams on the west side. The project terminates at a modern bridge (1968) that carries N.C. 28 over the Little Tennessee.

IV. METHODOLOGY

This Phase II architectural survey was conducted as part of the planning for the N.C. 28 and N.C. 1323 improvements project in the Franklin and its environs, Macon County. The architectural survey for this federally funded project was undertaken in accordance with the Department of Transportation Act of 1966, Section 106 of the National Historic Preservation Act of 1966, as amended (36 C.F.R. 800), and the F.H.W.A. Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents). The survey followed guidelines set forth in *Phase II Survey Procedures for Historic Architectural Resources* (N.C.D.O.T., 15 June 1994).

The survey was conducted with the following goals: 1) to determine the area of potential effects (A.P.E.), which is defined as the geographic area or areas within which a project may cause changes to the character or use of historic properties, if any such properties exist; 2) to identify all resources at least fifty years of age within the A.P.E.; and 3) to evaluate these resources according to National Register of Historic Places criteria. The geographical context for evaluating architectural resources was the town of Franklin and Macon County. The field survey was conducted in February 2002 to delineate the A.P.E. and identify all resources within the A.P.E. that appear to have been built before 1953. One hundred percent of the A.P.E. was surveyed.

The background research included the analysis of an assortment of primary and secondary sources. The publication, *A Guide to the Historic Architecture of Western North Carolina* (Bishir et al. 1999) offered an historical and architectural overview of Franklin and Macon County. In addition, a comprehensive architectural inventory of Macon county was conducted in 1994-1995, and a multiple property documentation form was completed for the county. The documentation form, *Historic and Architectural Resources of Macon County, North Carolina*, proved very helpful for understanding the history of the area and identifying historic properties within the A.P.E. Finally, Lily Cabe, owner of the Calloway Farm, and her daughter, Julia Britt, were valuable sources of information.

Following the research and a preliminary field survey that identified all resources at least fifty years of age within the A.P.E., a preliminary presentation of findings was submitted to N.C.D.O.T. for review. The principal investigators subsequently conducted an intensive level field survey of those resources that were determined to merit intensive evaluation. For each of these resources the following information and supporting materials were provided: physical description and evaluation of integrity; photographs of the exterior and interior (with owner permission); site plan; and historical background information. In addition, for those resources considered eligible for the National Register, the proposed boundaries were depicted on property maps.

V. HISTORICAL BACKGROUND ESSAY

White settlers began moving into present-day Macon County during the late eighteenth and early nineteenth centuries. Typical of the Southern Appalachians as a whole, newcomers of mainly Scotch-Irish heritage dominated the migration stream. Following the formation of Macon County in 1829, and the tragic, forced removal of the Cherokee in 1838, the mountainous county gradually developed into an area of small and medium-sized farms and dispersed agricultural communities. While the county included a few landowners of planter status, the great majority of farmers owned few or no slaves and strove for comfortable subsistence. They raised some livestock, tobacco, and a variety of fruits, vegetables, potatoes, and small grains, especially corn, which could be profitably distilled into whiskey for market. The poor transportation routes and rugged terrain hampered growth and confined the more substantial tracts of arable land to the bottomlands of the Nantahala, the Little Tennessee, and the Cullasaja rivers (Martin 1995: E: 16-23, 29-30).

The town of Franklin, situated on a high plateau above the Little Tennessee River, was selected the county seat. The village grew slowly during the nineteenth century, and by the eve of the Civil War contained a cluster of small dwellings oriented around the brick courthouse erected in 1829. A web of crude but passable wagon roads connected Franklin to the surrounding rural communities. In 1856, the Great Western Turnpike, which linked Salisbury, North Carolina, to Tennessee and overland routes to the Ohio River, was completed through Macon County. The new road joined the county seat to the Little Tennessee River and boosted some trade to distant markets. However, the county's innumerable streams and dearth of bridges restricted travel and fostered isolation into the twentieth century (Sutton 1987: 34; Martin 1995: E: 25; Bishir et al. 1999: 267).

Small-scale agriculture predominated during the late nineteenth and early twentieth centuries. In 1880, Macon County contained 1,182 farms, with an average size of 184 acres, mostly pastureland. Livestock made up a major part of the agricultural economy, and in 1880 there were some 15,000 swine, 7,000 sheep, and 6,000 cattle grazing and foraging on Macon County land. Local tobacco production, which reached 26,000 pounds in 1870, sharply declined to only 3,600 pounds in 1890, reflecting the emerging competition from bright-leaf tobacco growers in the Piedmont region (Martin 1995: E: 46-47).

By the end of the nineteenth century farmers began planting commercial apple, peach, plum, and cherry orchards. The county's market value in orchard products in 1900 exceeded \$12,000, as the growth of urban areas in the region increased demand. However, unreliable transportation still hampered cash-crop farming, and many orchard growers hauled their produce to the Blue Ridge Railroad stop at Walhalla, South Carolina, a three day journey (Martin 1995: E: 48).

The long-anticipated arrival of the Western North Carolina Railroad, which reached Franklin in 1890, triggered a period of economic growth in Macon County and throughout the region. Reliable transportation generated numerous lumber-related industries, and during the 1890s, lumber companies constructed a network of logging railroads into the heart of the county. Timber, paper, and furniture companies arose near the rail lines to take advantage of the vast forests, and lumber camps sprang up throughout the mountains (Eller 1992: 87-92; Martin 1995: E: 48-49).

Rail transportation improved during the early years of the twentieth century though limited rail service and unimproved roadways remained chronic problems. In 1907, the Tallulah Falls

Railroad was completed from Cornelia, Georgia, fifty-eight miles northward to Franklin. The railroad spurred travel and trade, providing passenger service and freight transport for crop, livestock, timber, and minerals (Sutton 1987: 79-80; Martin 1995: E: 63).

Rail travel also brought seasonal visitors to the region, and by the turn of the twentieth century Macon County gained a reputation as a scenic tourist destination. Substantial boarding houses and hotels opened in Franklin, and Highlands took shape as a prosperous, small resort town. By the early 1900s, Highlands featured a notable collection of informal, rustic-style cottages and blossomed as a favorite summer retreat for wealthy families from South Carolina, Georgia, and Louisiana (Martin 1995: E: 43-44; Bishir et al. 1999: 373-374).

The promises of tourism and mounting pressures from conservationists regarding the industrial exploitation of the old forests led to federal measures to protect the region's natural resources. In 1911, following the passage of the Weeks Act, the federal government established a national forest that encompassed sections of Macon County and northern Georgia and South Carolina. In the 1920s, the portion of protected forest in Macon and several other western North Carolina counties became known as the Nantahala National Forest. Hundreds of small farmers transferred land titles to the government, diminishing the number of farms in Macon County and the region. In Macon County, farming families left the land and moved to areas bordering the federal reserve or to established communities along the Cullasaja and the Little Tennessee rivers (Martin 1995: E: 72-73, F: 98).

By the 1920s, many of the remaining farmers began dairy operations to meet the growing demands of town dwellers and seasonal tourists. In 1926, A. B. Slagle family established the Nantahala Creamery in the Wayah Valley. The only commercial dairy operation west of Asheville, the creamery was hailed in *The Franklin Press* as "one of the most active little industries in this end of the state" (*The Franklin Press*, 23 August 1928). With the improvement of roads, dairy farming increased after the Second World War and by the mid-1960s, Macon County farmers sold over thirteen million pounds of milk. Orchard products also remained an integral part of the economy, yielding some 800,000 pounds of apples and 10,000 pounds of peaches annually in the 1960s. During this period as well, air-cured burley tobacco became a major cash crop, with over 93,000 pounds sold in 1964 (Martin 1995: E: 77-78, 83; Bishir et al. 1999: 62).

After the First World War, the growing use of automobiles led to state and local campaigns for new or improved roads and bridges. With the passing of the state's 1921 Highway Act, new roadways began to link Franklin to an emerging statewide system of hard-surfaced highways. State funds were used to pave Highway 286 (now N.C. 28) along the Little Tennessee River, connecting Franklin and Swain County. In 1925, N.C. 28 was extended westward through the Nantahala Mountains to join the county seat with Hayesville in Clay County. By 1929, present-day U.S. 64 was built through the treacherous Cullasaja Gorge in Macon County, improving automobile access to the burgeoning tourist town of Highlands. But despite such advancements, local roads remained unimproved and undependable. In the 1930s, most farms were still situated on rutted, dirt roads, and just one farm in the county stood alongside an asphalt highway (**Figure 4**) (Lefler and Newsome 1973: 600, 650; Martin 1995: E: 64-65; Bishir et al. 1999: 49-50, 372-374).

The Great Depression stalled growth and sparked migration out of Macon County and the region. To create jobs and stimulate the collapsing economy nationwide, the federal government enacted a series of relief programs. Of particular importance in the North Carolina mountains was the

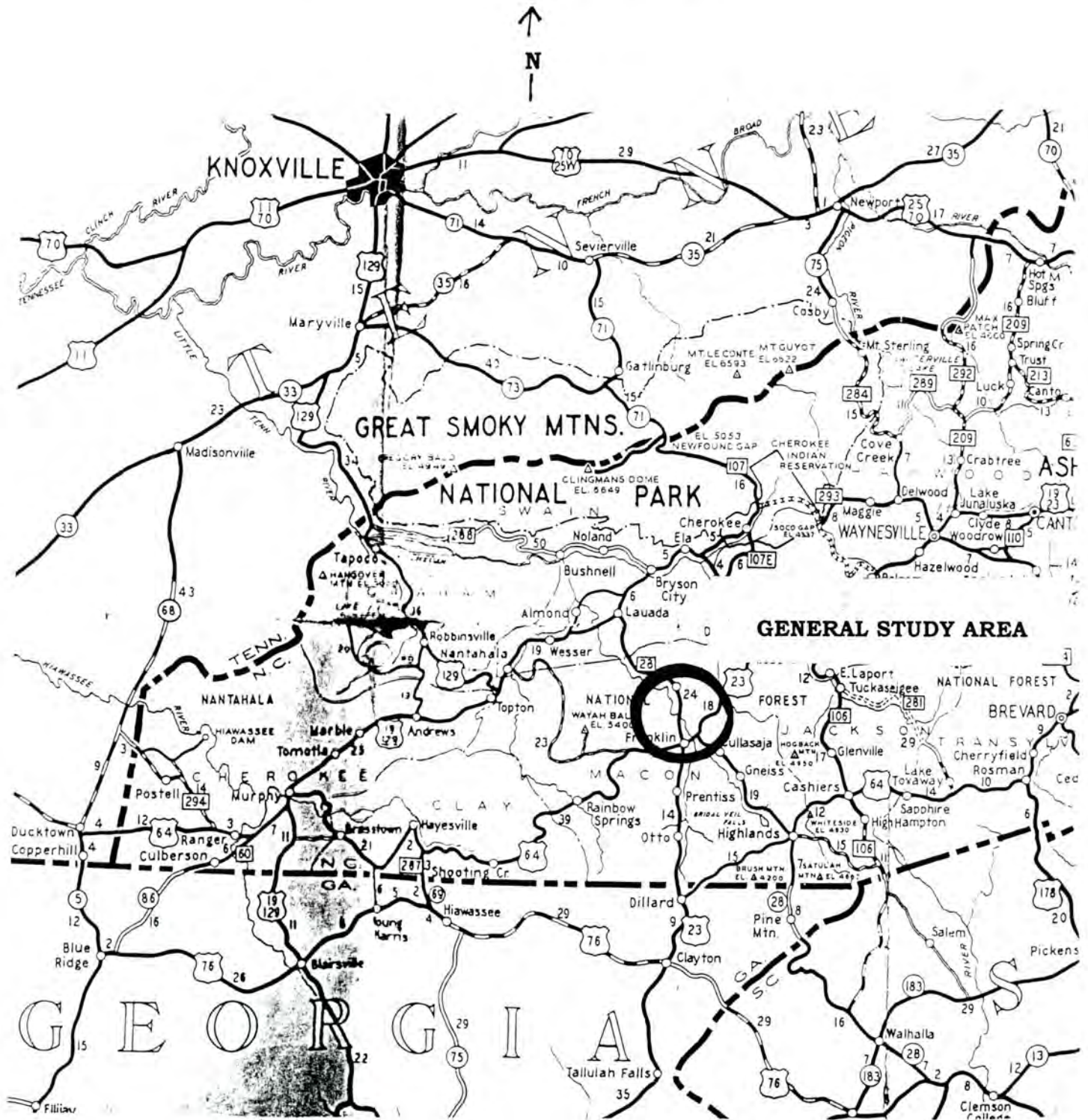
Civilian Conservation Corps (C.C.C.), organized as both a work program and a conservation agency. Nationwide, the C.C.C. recruited some 300,000 men between the ages of seventeen and twenty-eight to work on such projects as flood and erosion control, reforestation, and road and trail construction. By 1935, there were sixty-six camps in North Carolina housing approximately 27,000 men. In the Southern Appalachians, C.C.C. workers labored in the national forests building bridges, roads, visitors' centers, and other outdoor facilities. Five C.C.C. camps were established to assist in the construction of the 469-mile Blue Ridge Parkway that began in 1937 (Lefler and Newsome 1973: 615; Bishir 1999: 75-76).

In Macon County, the first C.C.C. camps opened in 1933. Located in Franklin, West's Mill, Coweeta, Aquone, Highlands/Horse Cove, and Buck Creek, these camps built fire towers and telephone lines, constructed roads, restocked trout streams, cleared hiking and horse trails, and improved timber stands in Nantahala National Forest. In the project area, the C.C.C. is said to have laid stone drainage ditches along N.C. 28 to control erosion along the roadway. In 1934, corps workers helped establish the Coweeta Experimental Forest (now the Coweeta Hydrologic Laboratory), a scientific lab devoted to land management. In 1937, the C.C.C. built the Wayah Bald fire tower, a stone tower in western Macon County. One of fifty fire towers erected by the C.C.C. in the North Carolina mountains, the Wayah Bald tower originally stood sixty feet tall and had three floors (*The Franklin Press* 11 January 1934; Martin 1995: E: 75-76; Bishir et al. 1999: 378).

Since 1970, following decades of population decline, Macon County has experienced unprecedented growth based primarily on tourism. In 1990, the county counted 23,500 residents, not including the tremendous seasonal influx of tourists. In common with the region as a whole, Macon County has attracted many retirees, and today roughly twenty percent of the population is sixty-five years of age or older. This figure also reflects the departure of the county's younger residents for better employment opportunities outside the area. The National Forest Service owns nearly one-half of the county's land, and the traditional, dispersed rural population has given way to town dwellers and the inhabitants of new, planned subdivisions (Decker and Duvall 1992: 4-5; Martin 1995: E: 95-96).

Figure 4

Roads in Macon County and the Region, 1939
Source: North Carolina Highway Map, 1939



VI. PROPERTY INVENTORY AND EVALUATIONS

Summary of Findings

A total of 26 resources within the A.P.E. were identified as being at least fifty years of age. None is listed in the National Register or the Study List. Three resources were evaluated intensively in the Property Inventory and Evaluations Section of the report: the Duvall House and Restaurant Complex (No. 9); the Calloway Farm (No. 10); and the C.C.C. Stone Drainage Ditch System (No. 11). The present study does not recommend National Register eligibility for any of the three properties.

Properties Listed in the National Register

Page No.

None

Properties Evaluated Intensively and Considered Eligible for the National Register

None

Properties Evaluated and Considered Not Eligible for the National Register

No. 9	Duvall House and Restaurant Complex	17
No. 10	Calloway Farm	24
No. 11	Civilian Conservation Corps Stone Drainage Ditch System	31

No. 9 Duvall House and Restaurant Complex

West side of N.C. 28, 0.1 mile north of junction with Riverview Street
Franklin vicinity, Macon County

Date of Construction

ca. 1940; ca. 1970

Setting and Landscape Description (Figure 5)

This complex of buildings is sited facing N.C. 28 north of Franklin. The former Duvall family restaurant stands directly along the two-lane highway, while the other buildings are arranged along a narrow, curvilinear driveway that winds to the rear of the restaurant.

Physical Description and Evaluation of Integrity (Plates 1-8)

The Duvall House and Restaurant Complex consists of a small assemblage of altered buildings associated with the Duvall family. The buildings include the main house, a former roadside restaurant (now an office), a cottage, a workshop, and three garages. The main Duvall family house is a ca. 1940, frame Tudor Revival-inspired dwelling with replacement windows and asbestos shingles. The substantial wing on the north elevation was added in recent years. The ca. 1940 former restaurant is a utilitarian, side gable building with a gabled entry bay and long rear ell. Built into an embankment along the roadway, the main elevation is one story while the rear of the building is two stories high. The building retains original three-over-one windows and a shingled roof that curves slightly over the eaves to suggest the Tudor Revival. The two large windows that flank the center entry have their original configurations, though the large single panes of glass probably replaced original multiple panes. The prominent rear ell is a later addition. The interior has been modernized with its conversion to offices.

A ca. 1940 frame workshop with an original clerestory window stands behind the restaurant. The one story building has asbestos shingles and multiple paned, fixed sash and casement windows. The wing on the south side, with a band of windows across the main elevation and a vertical board door, is a later addition. The ca. 1940 Tudor Revival-inspired cottage at the north side of the property is the most intact building on the tract. It has asbestos shingles and a wood shingled roof with three front gables. The property also includes two metal veneered garages erected or remodeled in recent decades and a ca. 1940 garage with living quarters on the second story. This two story garage has asbestos shingles and replacement windows and doors.

Historical Background

Little is currently known about the history of this complex. It is said that the Duvalls operated a sawmill (no longer extant) along the Little Tennessee River. The Tudor Revival cottage on the north side of the property was built for mill employees. The Duvalls established the roadside restaurant as a separate business around 1940, when the main house, cottage, and the workshop were constructed. The property has been subdivided, and the former restaurant is now used for offices.

Evaluation of Eligibility

The Duvall House and Restaurant Complex is not considered eligible for the National Register under any criterion. Under Criterion A, the property does not illustrate major patterns of events that shaped the development of Macon County. The complex is also not eligible under Criterion B because it is not associated with an individual whose activities were demonstrably important within a local, state, or national historic context. The complex does not possess the special architecture significance that warrants eligibility under Criterion C. Although several of the

buildings have Tudor Revival elements, these buildings are not full expressions of the style. The main house and the restaurant have undergone significant alterations. Finally, the property is not considered eligible under Criterion D because the architectural components are not likely to yield information important in the history of building technology.

Figure 5

Site Plan
Duvall House and Restaurant Complex

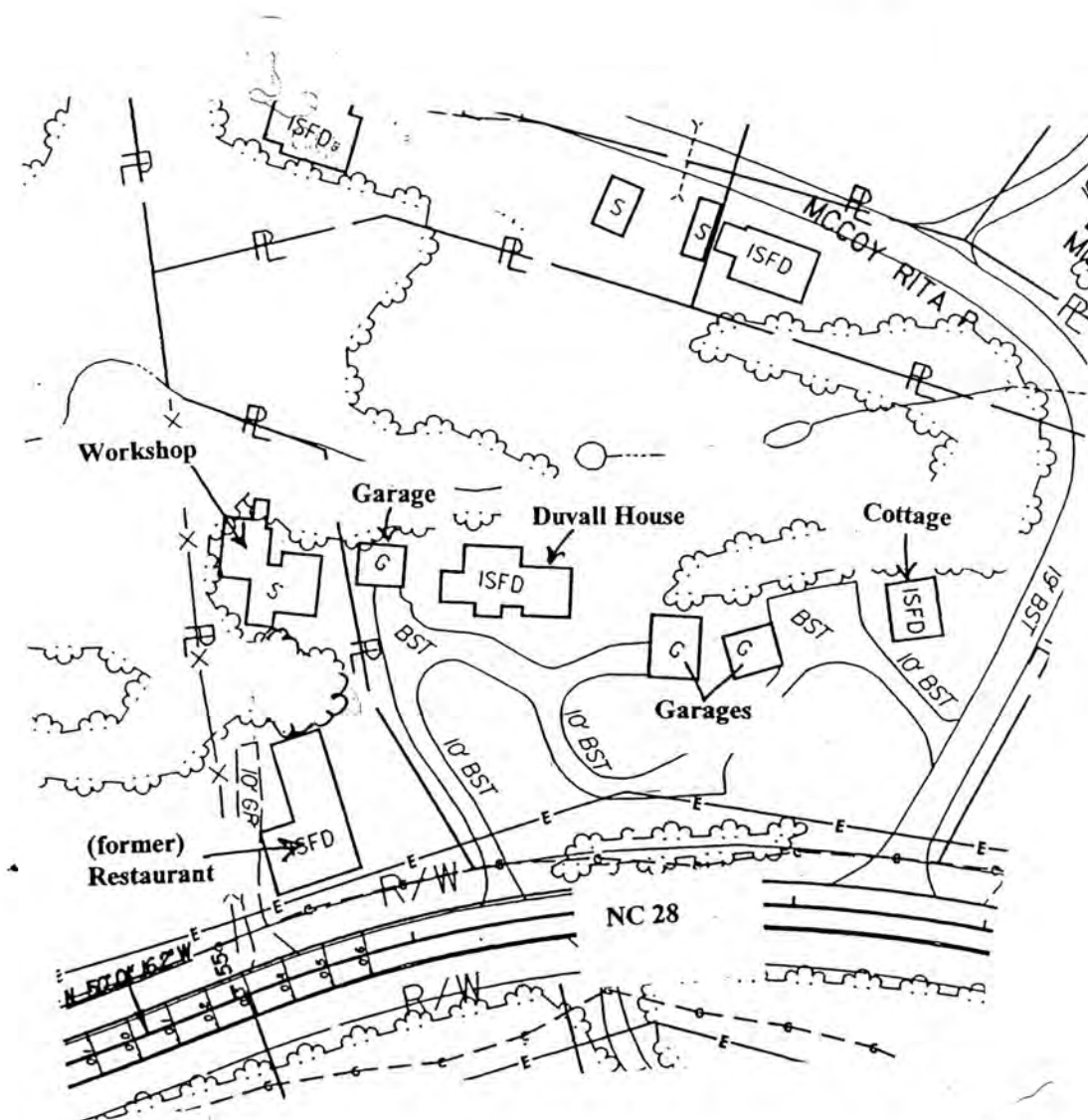
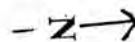




Plate 1. Duvall House and Restaurant Complex, House, Looking West.



Plate 2. Duvall House and Restaurant Complex, Restaurant, Looking Northwest.



Plate 3. Duvall House and Restaurant Complex, Restaurant, North Elevation (Ell), Looking South.



Plate 4. Duvall House and Restaurant Complex, Restaurant, Ell, Looking East.



Plate 5. Duvall House and Restaurant Complex, Workshop, Looking West.



Plate 6. Duvall House and Restaurant Complex, Cottage, Looking West.



Plate 7. Duvall House and Restaurant Complex, Garage, Looking West.



Plate 8. Duvall House and Restaurant Complex, Garages, Looking North Towards Cottage.

No. 10 Calloway Farm

West side of N.C. 28, approximately 0.25 mile north of junction with S.R. 1323 (Riverview Street), Franklin vicinity, Macon County

Date of Construction

House - mid-1970s

Outbuildings

Reconstructed Log House - mid-1970s; Garage - ca. 1920; Grainery - ca. 1910; Spring House - ca. 1910; Corncrib - ca. 1910; Chicken House - ca. 1910

Setting and Landscape Description (Figure 6)

The Calloway Farm occupies a relatively flat, picturesque site on the west side of N.C. 28. Across N.C. 28 are steep, forested hills, and no houses are visible from the property. The house is separated from the road by a broad, front lawn and behind the house is also an open, flat lawn, defined by a north-south flowing stream along which a spring house and the reconstructed log house are sited. Wooded hills rise sharply behind the stream. Just south of the house are a collection of outbuildings set on a wooded rise, and north of the house is an open field or pasture.

Physical Description and Evaluation of Integrity (Plates 9-16)

The Calloway House is a sprawling, brick ranch house (ca. 1975) that replaced a two story, log dwelling built in the nineteenth century. The logs from the original house were recovered during demolition and used to construct the small, one story house that sits near the spring house. The log house has a side gable roof and engaged porch. The spring house is a frame structure with a front gable roof, weatherboard siding, and engaged canopy. The property also includes four other outbuildings. The garage is a simple, frame structure with front gable roof, board and batten siding, and double leaf doors. A grainery has vertical board siding and pole sheds along the north and west elevations. The small chicken house also has vertical board siding, and a shed roof. The corncrib has horizontal slat siding, a gable roof, and an inset shed. The outbuildings survive in fair condition.

Historical Background

In 1884, Nathaniel Parrish purchased this fifty-two acre farm from William E. McDowell. Located roughly two miles north of Franklin, the farm included as its centerpiece a two story, log house, said to be seventy-five years old at the time of the acquisition. Parrish and his wife, Sarah Jane Vanhook, added weather board siding and enlarged the house to accommodate their large family. In 1894, following the death of his wife, Parrish gave the property to his three daughters. One of his granddaughters, Lily Calloway Moody Cabe, is the current owner. Her mother, Julia, was given the farm section containing the house, and the following year, Julia Parrish, married Jubal Early Calloway. Within a few years, they had bought back the remaining tracts of the original farm from Julia's sisters. As throughout the region, the Calloway farm was a prosperous, self-sufficient operation that once included an array of outbuildings illustrating the varied enterprises of such farms. By the 1920s, the farm was comprised of a blacksmith shop, smokehouse, grainery, log barn, garage, spring house, bee hives, chicken house, hog pen, grape vines, and pastureland. The farm was worked until Jubal Calloway's death in 1948, and Julia Calloway continued to live on the property until her death in 1963. Lily Calloway Moody Cabe inherited the tract following the deaths of her siblings, and in 1971, the log house was demolished, and a one and one-half story, brick dwelling erected on its site. The logs from the main house were salvaged to construct the small cottage next to the spring house. In the early

1960s, the log, blacksmith shop, and smokehouse were also been razed. The Calloway Farm was designated a North Carolina Century Farm in 1989. Now in her mid-90s, Lily Cabe continues to live in the house (Ellis 1989: 145; Cabe and Britt interviews 2002).

Evaluation of Eligibility

The Calloway Farm is not recommended for National Register eligibility. The farm no longer retains sufficient integrity to meet any National Register criteria. The registration requirements set forth in the multiple property documentation form state that to be eligible under Criterion A for agriculture, the majority of buildings, structures and field patterns on a farm must be fifty years of age or older. The farm must also illustrate a theme or period within the county's agricultural development and retain integrity of location, setting, and functional arrangements. Although the Calloway Farm has remained within the family for more than a century, the centerpiece of the farm, a nineteenth century log dwelling, has been demolished and replaced with a modern house. Furthermore, a number of the outbuildings that once demonstrated the diverse operations of this mountain farm have also been lost. Finally, the property has not been farmed since the late 1940s, and the pastures and cropland are no longer evident.

The farm is also not recommended under Criterion C for architecture. The house is a modern replacement, and the remaining outbuildings, which are now in marginal condition, illustrate common forms that are still well-represented in Macon County. The Calloway Farm is also not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context. Finally, the property is not considered eligible under Criterion D because the architectural component is not likely to yield information important in the history of building technology.

Figure 6
Calloway Farm
Site Plan

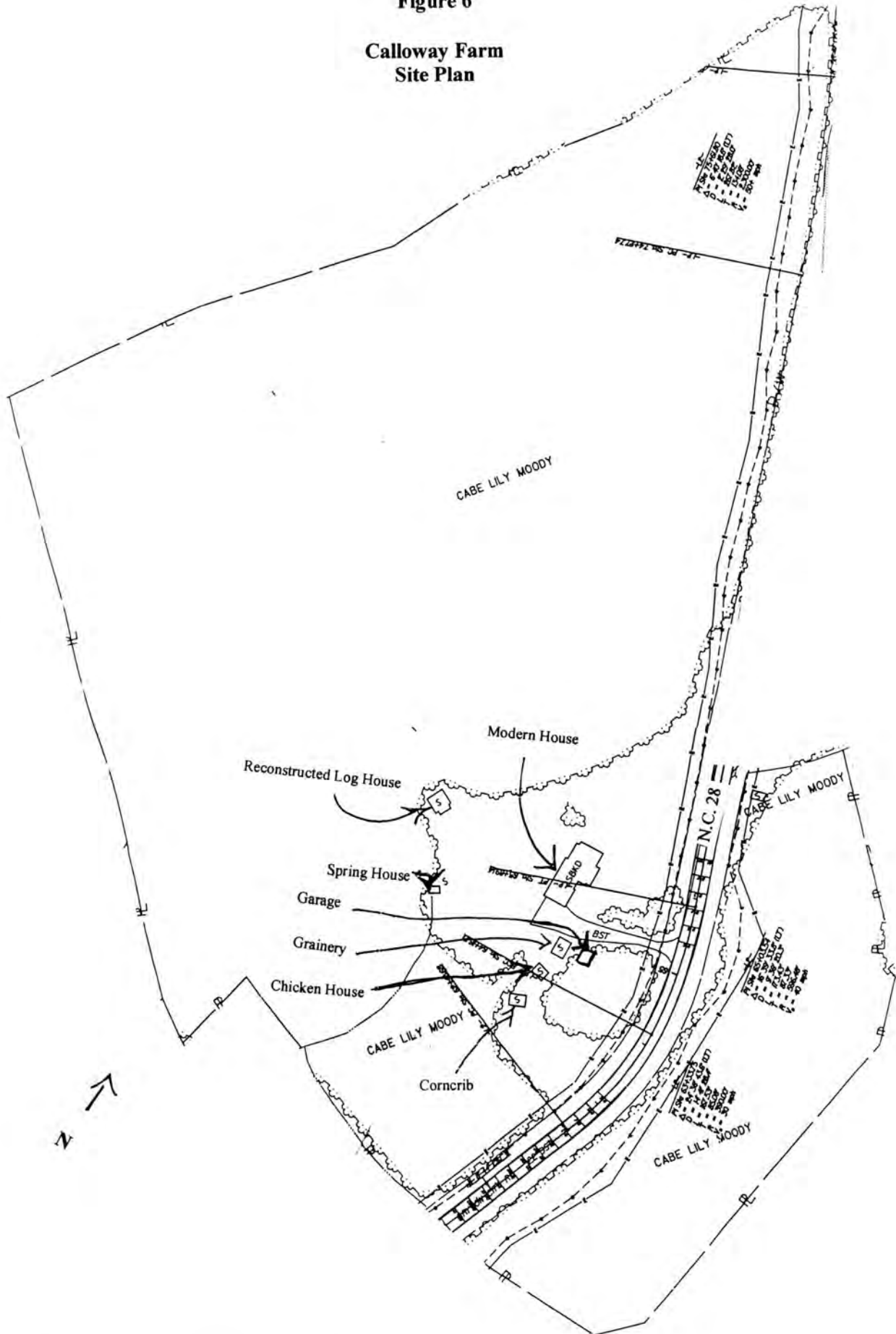




Plate 9. Calloway Farm, Modern House, South Elevation, Looking North.



Plate 10. Calloway Farm, Modern House, Rear Elevation, Looking East. Road.



Plate 11. Calloway Farm, Garage (Right) and Grainery (Left) Looking North Across Front Lawn to Pasture.



Plate 12. Calloway Farm, Grainery (Left), Chicken House (Center), and Corncrib (Right), Looking East.



Plate 13. Calloway Farm, Chicken House, South and East Elevations, Looking North.



Plate 14. Calloway Farm, Corncrib, Looking East.



Plate 15. Calloway Farm, Spring House, Looking North.



Plate 16. Calloway Farm, Modern Log House, Looking Northwest.

No. 11 Civilian Conservation Corps Stone Drainage Ditch System

Flanking N.C. 28 from just south of the junction of S.R. 1323 and N.C. 28 north along N.C. 28 for roughly 1 mile, Franklin vicinity, Macon County

Date of Construction

mid-1930s

Outbuildings

None

Setting and Landscape Description

The stone drainage system flanks two-lane S.R. 1323 and N.C. 28 near the junction of the two roads. A modern gasoline station and convenience store occupies the triangular site on the south side of the junction, while a highly altered postwar restaurant is situated on the west side of N.C. 28 north of the intersection. Both prewar, postwar, and modern farms and residences are located in the vicinity.

Physical Description and Evaluation of Integrity (see Figure 3) (Plate 17)

The drainage system is comprised of simple, fieldstone channels on either side of the two-lane road. The open channels are roughly one foot deep, where intact, with flat, stone bottoms and flared, stone side walls, giving them a U-shaped profile. The ditches are separated from the road by roughly three foot shoulders. Only sections of the drainage systems survive, having been breached in numerous places by parking lots and driveways. At other points, sections of the drainage ditches have been infilled, removed, or overgrown. Because of these alterations, it is not evident where the culverts begin or end. The system no longer retains sufficient integrity to meet National Register criteria.

Historical Background

The stone drainage system found at the junction of N.C. 28 and S.R. 1323 was built in the mid-1930s, reputedly by the Civilian Conservation Corps (C.C.C.), a New Deal conservation and relief program, established in 1933. As with most of the New Deal programs, the principal impetus for the C.C.C. was to give employment to the vast numbers of Americans who were out of work during the Depression, but the program was also "...to provide for the restoration of the country's depleted natural resources, and advance an orderly program of useful public works..." (C.C.C. Handbook ca. 1940, quoted in Basset et al. 2000: 18). Under Roosevelt's plan, the U.S. Department of Labor recruited the work forces while the U.S. Army trained and transported enrollees to their camps. The forest service and National Park Service operated and oversaw operations. The program began with 250,000 unmarried men between the ages of seventeen and twenty-five, and throughout the 1930s, employed 2.5 million men (Bassett et al 2000: 18).

In North Carolina, there were a total of 131 C.C.C. camps during the nine years the C.C.C was in operation. Camps provided services to a variety of federal agencies such as the national forest service, the soil conservation service, the army, and the National Park Service. The C.C.C. began operations in Macon County in 1933 with camps at Franklin, West's Mill, Coweeta, Aquone, Highlands/Horse Cove, and Buck Creek. Central to the mission of the C.C.C. was road building and improvements in the national forests to further that agency's goal of fire prevention and improving timber after years of clear cutting. In 1934, the C.C.C. helped to construct the Coweeta Experimental Forest, now part of the Coweeta Hydrologic Laboratory, a scientific laboratory for evaluating land management practices and their effects on the environment. In 1937, the C.C.C. built the Wayah Bald Fire Tower, a fieldstone structure in the western part of

the county. Other projects included the construction of several additional fire towers, erosion control, improving timber stands, erecting telephone lines, restocking trout streams, and road and trail building. One of their most notable projects was the construction of the Appalachian Trail. In the mid-1930s, a C.C.C. crew undertook to integrate an existing path, the local Nantahala Trail, into the emerging interstate Appalachian Trail system (Martin 1995: E:74-76).

Evaluation of Eligibility

The stone drainage system along N.C. 28 is not recommended for National Register eligibility under any criteria. The drains no longer retain sufficient integrity to meet National Register criteria, having been compromised by parking lot and driveway construction, deterioration, removal, and infilling. Furthermore, alteration and deterioration have made it unclear where the drainage system begins or ends.

Specifically, the drainage system is not recommended for eligibility under Criterion A for its association with the Civilian Conservation Corps. Although the drainage ditches were reputedly built by this important Depression relief and conservation program, the C.C.C. undertook numerous and varied public works projects in Macon County during the 1930s. Specifically, the relief agency built roads, fire towers, and recreational trails, improved forests, restocked streams, built telephone lines, and undertook erosion control. Important examples of C.C.C. projects remain extant in Macon County, including the Appalachian Trail, the Wayah Bald Fire Tower, the Coweeta Hydrologic Laboratory, as well as a variety of resources within the national forest. These simple stone culverts are not a significant example of the relief projects of the 1930s, particularly in their compromised state, and a number of better preserved examples of C.C.C. projects survive in Macon County.

The drainage ditches are also not recommended under Criterion C for engineering and architecture. The ditches have a simple, open form, with a roughly U-shaped profile, that does not illustrate engineering or architectural innovations, and such drains are commonly found along highways. The stone drainage system is also not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context. Finally, the drainage system is not considered eligible under Criterion D because the architectural component is not likely to yield information important in the history of building technology.



Plate 17. Civilian Conservation Corps, Stone Drainage Ditch System, Segment on the East Side of N.C. 28, North of the Junction with S.R. 1323.

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APPENDIX A:

**CONCURRENCE FORM
EVALUATIONS AND PHOTOGRAPHIC INVENTORY
FIELD SURVEY MAP**

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

Project Description: Improvements to NC 28 and SR 1323

On 3/19/2002, representatives of the

- North Carolina Department of Transportation (NCDOT)
- Federal Highway Administration (FHWA)
- North Carolina State Historic Preservation Office (HPO)
- Other

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: **Properties 1-8, 12-26** are considered not eligible for the National Register and no further evaluation of them are 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. Tabach March 19, 2002
 Representative, NCDOT Date

Michael C. Dawson 3/19/02
 FHWA, for the Division Administrator, or other Federal Agency Date

Ann Swallow 3/19/02
 Representative, HPO Date

David Brook 3/19/02
 State Historic Preservation Officer Date

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

**N.C. 28 IMPROVEMENTS
MACON COUNTY**

T.I.P. R-2408

**PROPERTIES NOT ELIGIBLE FOR LISTING IN THE
NATIONAL REGISTER AND THEREFORE NOT WORTHY
OF INTENSIVE EVALUATION
(Keyed to Field Survey Map)**

No. 1 House

Mid-twentieth century, frame, gable front cottage with asbestos siding, replacement porch and windows; modern addition on north elevation; no special architectural or historical significance.

No. 2 House

Mid-twentieth century, rock-faced dwelling with front exterior chimney and both paired and single windows; common example of a popular mode of house construction in Macon County and western North Carolina; no special architectural or historical significance.

No. 3 House

Mid-twentieth century, frame dwelling with replacement vinyl siding; later addition and carport on south elevation; engaged front porch with square posts; original three-over-one windows; no special architectural or historical significance.

No. 4 House

Mid-twentieth century, frame dwelling with asbestos siding; later addition on north elevation; remodeled front gable entry bay; no special architectural or historical significance.

No. 5 House

Front gable bungalow (ca. 1940) with original tapered porch posts on brick piers; property contains modern garage and mid-twentieth century, gambrel roofed, frame barn; no special architectural or historical significance.

No. 6 House

Cross gable bungalow with replacement windows and aluminum siding; remodeled screened porch; later rear addition; no special architectural or historical significance.

No. 7 House

Mid-twentieth century, frame dwelling with asbestos siding; modest Tudor Revival and Craftsman elements including three-over-one windows and front exterior, brick chimney; no special architectural or historical significance.

No. 8 House

Mid-twentieth century, one and one-half story, frame dwelling with weatherboard siding, three-over-one windows, and wraparound porch with tapered piers on brick posts; concrete block foundation; unusual design and modern foundation suggests that house may have been relocated to this site and subsequently remodeled; modern concrete block shed stands to the rear; no special architectural or historical significance.

No. 12 House

Ca. 1940, side gable, frame cottage with board and batten siding; three-over-one windows; square porch posts with sawnwork balustrade said to have been reused from earlier, demolished farmhouse; erected as a permanent residence not as a tourist cottage; no special architectural or historical significance.

No. 13 House

Asbestos shingled, gable front bungalow with replacement porch with metal supports; modern carport; no special architectural or historical significance.

No. 14 House

1920s hip roofed, double pile cottage with weatherboard siding and turned porch posts; no special architectural or historical significance.

No. 15 House

Asbestos shingled, gable front cottage with replacement porch including enclosed end bay with picture window; no special architectural or historical significance.

No. 16 House

Front gable bungalow with replacement vinyl siding and six-over-six windows; no special architectural or historical significance.

No. 17 Lazy K Horse Farm

Small complex of buildings and associated pastures that appear to have been developed as a horse farm in the 1960s; complex includes extensively altered, side gable bungalow with asbestos siding and porch; mid-twentieth century garage with vertical board siding; concrete block shed; weatherboard shed; and 1960s front gable horse barn with vertical board siding; small pastures defined by post and rail fences located on the east and north sides of the property; while the house is occupied, the horse farm does not appear to be in operation; no special architectural or historical significance.

No. 18 House

Front gable bungalow with replacement board and batten siding; no special architectural or historical significance.

No. 19 House

Mid-twentieth century, one and one-half story, side gable, double pile cottage; stuccoed brick exterior and altered brick chimney; no special architectural or historical significance.

No. 20 House

Ruinous and abandoned, late nineteenth century dwelling; frame construction; replacement porch and windows; no mantels or other significant interior features remain; overgrown site without outbuildings; no special architectural or historical significance.

No. 21 House

Mid-twentieth century, one and one-half story, side gable, double pile cottage; replacement one-over-one windows and aluminum siding; no special architectural or historical significance.

No. 22 House

Cross gable bungalow with replacement windows and asbestos siding; frame, gambrel roofed barn, corncrib, and shed stand to the rear; no special architectural or historical significance.

No. 23 House

Mid-twentieth century, one and one-half story, side gable, double pile cottage; vinyl siding and replacement windows; altered front porch; no special architectural or historical significance

No. 24 House

One and one-half story, vinyl sided cottage with three-over-one windows; appears to have been enlarged and remodeled with bungalow traits in the mid-twentieth century; mid-twentieth century frame, gambrel roofed barn stands to rear; no special architectural or historical significance.

No. 25 House

Stucco and brick, front gable bungalow with replacement one-over-one windows and metal porch supports, no special architectural or historical significance.

No. 26 Bridge

Mid-twentieth century, concrete, deck girder span with concrete portal piers; timber trestle approaches; utilitarian metal guardrail; no special architectural or historical significance.

Photographs



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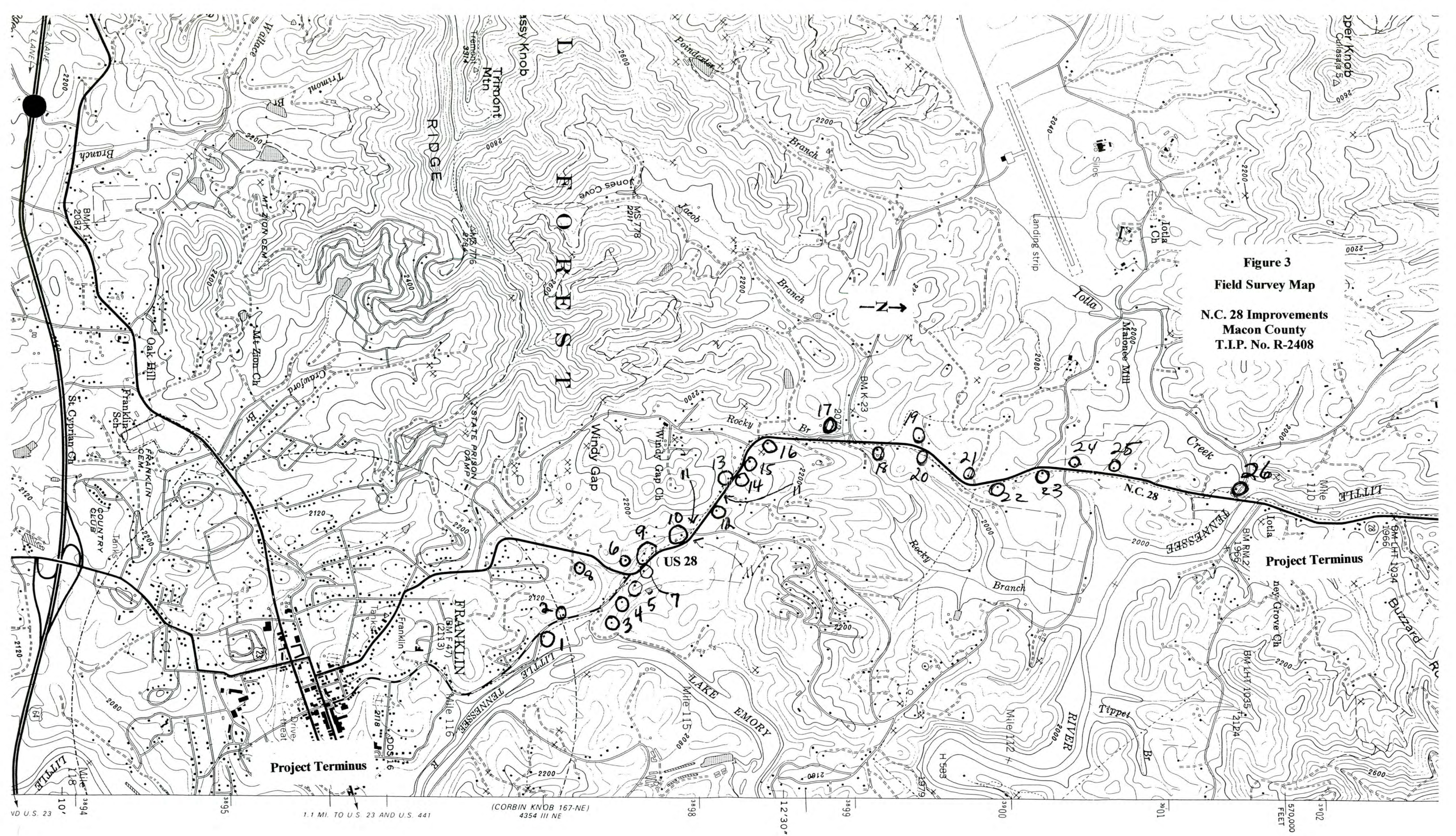


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Figure 3
Field Survey Map
N.C. 28 Improvements
Macon County
T.I.P. No. R-2408



Project Terminus

Project Terminus

1.1 MI. TO U.S. 23 AND U.S. 441

(CORBIN KNOB 167-NE)
 4354 III NE

VD U.S. 23 10' 3894 3895 3898 12'30" 3899 3900 3901 570,000 FEET 3902

APPENDIX B:

PROFESSIONAL QUALIFICATIONS

Richard L. Mattson, Ph.D.
Historical Geographer

Education

- 1988 Ph.D. Geography
University of Illinois, Urbana, Illinois
- 1980 M.A. Geography
University of Illinois, Urbana, Illinois
- 1976 B.A. History, Phi Beta Kappa
University of Illinois, Urbana, Illinois

Relevant Work Experience

- 1991-date Historical Geographer, Mattson, Alexander and Associates, Inc.
Charlotte, North Carolina
- 1991 Visiting Professor, History Department, Queens College, Charlotte, North Carolina
- Developed and taught course on the architectural history of the North Carolina Piedmont, focusing on African-American architecture, textile-mill housing, and other types of vernacular landscapes.
- 1989-1991 Mattson and Associates, Historic Preservation Consulting
Charlotte, North Carolina
- 1988 Visiting Professor, Department of Urban and Regional Planning,
University of Illinois, Urbana, Illinois
- Taught historic preservation planning workshop, developed and taught course on the history of African-American neighborhoods. The latter course was cross-listed in African-American Studies.
- 1984-1989 Private Historic Preservation Consultant,
Raleigh, North Carolina
- 1981-1984 Academic Advisor, College of Liberal Arts and Sciences, University of
Illinois, Urbana, Illinois
- 1981 Instructor, Department of Geography, University of Illinois, Urbana,
Illinois
- 1978-1980 Private Historic Preservation Consultant, Champaign, Illinois

Frances P. Alexander
Architectural Historian

Education

- 1991 M.A. American Civilization-Architectural History
George Washington University
Washington, D.C.
- 1981 B.A. History with High Honors
Guilford College
Greensboro, North Carolina

Relevant Work Experience

- 1991-date Architectural Historian, Mattson, Alexander and Associates, Inc.
Charlotte, North Carolina
- 1988-1991 Department Head, Architectural History Department
Engineering-Science, Inc., Washington, D.C.
- 1987-1988 Architectural Historian, Historic American Buildings Survey/Historic
American Engineering Record, National Park Service, Washington, D.C.
- 1986-1987 Historian, National Register of Historic Places, National Park Service,
Washington, D.C.
- 1986 Historian, Historic American Engineering Record, National Park Service,
Chicago, Illinois