



North Carolina Department of Cultural Resources  
State Historic Preservation Office

Peter B. Sandbeck, Administrator

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

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

March 23, 2005

MEMORANDUM

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

FROM: Peter B. Sandbeck *Pres for PBS*

SUBJECT: Historical Architectural Survey Report, NC 24-27-73 Widening From NC 740 in Albemarle to Multi-Lanes West of the Pee Dee River, R-2530B, Stanly County, ER 04-0086

Thank you for your letter of February 22, 2005, transmitting the survey report by Frances P. Alexander of Mattson, Alexander and Associates, Inc.

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

- ◆ Dennis Barringer Farm, north side of NC 24-27-73, approximately 0.2 mile east of junction with SR 1537, Albemarle vicinity, is not eligible for the National Register under any criteria because it lacks sufficient integrity and significance.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following property is listed in the State Study List but is no longer eligible for the National Register under any criteria:

- ◆ Melton Homeplace, north side of NC 24-27-73, approximately one mile west of Pee Dee River, Stanly County, has lost its integrity. Most of the fine frame and log buildings of this farm complex have been razed. Only the log corncrib remains on the property.

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

James B. Garrison Bridge (Swift Island Ferry Bridge) (Bridge No. 830051) NC 24-27-73 over Pee Dee River, is individually eligible for the National Register under Criterion C, design. The bridge is one of seven remaining open spandrels remaining in North Carolina.

ADMINISTRATION  
RESTORATION  
SURVEY & PLANNING

Location  
507 N. Blount Street, Raleigh NC  
515 N. Blount Street, Raleigh NC  
515 N. Blount Street, Raleigh, NC

Mailing Address  
4617 Mail Service Center, Raleigh NC 27699-4617  
4617 Mail Service Center, Raleigh NC 27699-4617  
4617 Mail Service Center, Raleigh NC 27699-4617

Telephone/Fax  
(919)733-4763/733-8653  
(919)733-6547/715-4801  
(919)733-6545/715-4801

We recommend that the bridge be further evaluated in connection to the Carolina Power and Light Company hydroelectric dams, constructed in the 1920s, on the Pee Dee River. The James B. Garrison Bridge may be a contributing structure to a much larger hydroelectric historic district. Please provide this additional information in letter form and we will attach it to the survey report.

In the future, please provide the bridge evaluation page from the 2003 statewide bridge survey in the 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: Mary Pope Furr, NCDOT  
Matt Wilkerson, NCDOT  
Frances P. Alexander, Mattson, Alexander and Associates, Inc.

bc: Southern/McBride  
106  
County



RECEIVED  
FEB 24 2005

HISTORIC PRESERVATION OFFICE

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

February 22, 2005

REF #: ER 04-0086

S

Due 3/17/05

Mr. Peter B. Sandbeck  
Deputy State Historic Preservation Officer  
North Carolina Department of Cultural Resources  
4617 Mail Service Center  
Raleigh, North Carolina 27699-4617

Dear Mr. Sandbeck:

RE: R-2530B, NC 24-27-73 Widening from NC 740 in Albemarle to Multi-Lanes west of the Pee Dee River, Stanly County. WBS # 34446.1.1

The North Carolina Department of Transportation (NCDOT) is conducting planning studies for the above-referenced project. NCDOT has prepared a historic architectural resources survey report for the subject project's Area of Potential Effects (APE). This report concludes:

- James B. Garrison/Swift Island Ferry Bridge was previously determined eligible for the National Register. This report recommends the bridge remain **eligible** for the National Register.
- Melton Homeplace is recommended **not eligible** for the National Register.
- Dennis Barringer Farm is recommended **not eligible** for the National Register.

If you have any questions concerning the accompanying information, please contact Richard Silverman, Historic Architecture Section, (919) 715-1618.

Sincerely,

Richard Silverman  
Historic Architecture Section  
Office of Human Environment

cc: Beverly Robinson, P.E., Project Development Engineer, PDEA Branch

RECEIVED

MAILING ADDRESS:  
NC DEPARTMENT OF TRANSPORTATION  
OFFICE OF HUMAN ENVIRONMENT  
1583 MAIL SERVICE CENTER  
RALEIGH NC 27699-1583

FEB 25 2005

TELEPHONE: 919-715-1500  
FAX: 919-715-1522  
WEBSITE: WWW.NCDOT.ORG

LOCATION:  
PARKER LINCOLN BUILDING  
2728 CAPITAL BOULEVARD, SUITE 168  
RALEIGH, NC 27604



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**PHASE II (INTENSIVE LEVEL)  
HISTORICAL ARCHITECTURAL SURVEY REPORT**

**N.C. 24-27-73 WIDENING  
FROM N.C. 740 IN ALBEMARLE TO MULTI-LANES  
WEST OF THE PEE DEE RIVER  
STANLY COUNTY**

**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
T.I.P. NUMBER R-2530B  
STATE PROJECT NUMBER 34446.1.1**

**Prepared by**

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

**Prepared for**

**North Carolina Department of Transportation  
Project Development and Environmental Analysis Branch  
1598 Mail Service Center  
Raleigh, North Carolina 27699-1598**

**10 February 2005**

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**PHASE II (INTENSIVE LEVEL)  
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**N.C. 24-27-73 WIDENING  
FROM N.C. 740 IN ALBEMARLE TO MULTI-LANES  
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Charlotte, North Carolina 28205**

**Prepared for**

**North Carolina Department of Transportation  
Project Development and Environmental Analysis Branch  
1598 Mail Service Center  
Raleigh, North Carolina 27699-1598**

**10 February 2005**

*Frances Alexander*      *10 Feb. 2005*  
\_\_\_\_\_  
**Principal Investigator**      **Date**  
**Mattson, Alexander and Associates, Inc.**

*Mary Pope*      *2/21/2005*  
\_\_\_\_\_  
**North Carolina Department of Transportation**      **Date**

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## MANAGEMENT SUMMARY

This North Carolina Department of Transportation project is entitled, *N.C. 24-27-73 Widening From N.C. 740 in Albemarle to Multi-Lanes West of the Pee Dee River, Stanly County*. The T.I.P. Number is R-2530B. The highway improvement project entails the widening of existing two-lane N.C. 24-27-73 from the eastern outskirts of Albemarle at N.C. 740 eastward to the Pee Dee River. N.C. 24-27-73 would become a four-lane road with curbs and gutters and divided by a center median. The length of the project is approximately 5.5 miles. The project location is shown in **Figure 1**. The area of potential effects (A.P.E.) for the project roughly parallels N.C. 24-27-73 and is defined by modern construction, viewsheds, and the rolling Piedmont topography (**Figures 2A-2C**).

This architectural survey was conducted in order to identify historic resources located within the area of potential effects (A.P.E.) for the undertaking as part of the environmental studies conducted by N.C.D.O.T. and documented by an environmental assessment (E.A.). This report was prepared as a technical addendum to the E.A. that is on file at the North Carolina Department of Transportation, Raleigh, North Carolina. The technical addendum is part of the documentation prepared 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 federally funded, licensed, or permitted undertakings on properties included in, or eligible for inclusion in, the National Register of Historic Places. The agencies must 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. (October 2003). 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.

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. The field survey was conducted by automobile as well as on foot to delineate the A.P.E. of the proposed highway construction and to identify all properties within this area that were built prior to 1955. Every property at least fifty years of age was photographed, mapped, and evaluated at a preliminary level, and those considered worthy of further analysis were intensively surveyed and evaluated for National Register eligibility. For those resources considered eligible for the National Register, site plans were drawn and National Register boundaries determined.

The boundaries of the A.P.E. are shown on a U.S. Geological Survey (U.S.G.S.) topographical map (**see Figures 2A-2C**). The A.P.E. includes areas that may face increased development pressures because of the extension as well as those areas which may be directly affected by the construction. The A.P.E. is defined by modern construction, topographical features, and sight lines. One hundred percent of the A.P.E. was surveyed.

A total of twenty-nine (29) resources, which appeared to have been built prior to 1956, were identified and evaluated. There are no properties within the A.P.E. that are already listed in the National Register. However, the James B. Garrison/Swift Island Ferry Bridge (No. 27) over the Pee Dee River, was determined eligible in 2003 during a statewide bridge survey. In addition, the Melton Homeplace (No. 26) is a National Register Study List property. Two other properties

within the A.P.E., the Dennis-Barringer Farm (No. 12) and Green Top Store (No. 25), were inventoried during a countywide architectural survey conducted in 1989 and 1990. Entries for these surveyed properties appear in *Stanly County: The Architectural Legacy of a Rural North Carolina County*, the publication that resulted from that survey (Dodenhoff 1992). An additional property, Smith Dairy Farm, which had been mapped within the A.P.E. during the 1989-1990 countywide inventory, was not located during the field survey for the present study and was evidently mapped incorrectly during the original survey.

The James B. Garrison/Swift Island Ferry Bridge, the Melton Homeplace, and the Dennis Barringer Farm have been evaluated at the intensive level for this report. The bridge, which has been determined eligible previously, remains worthy of National Register eligibility. The Dennis Barringer Farm has lost much of its integrity and is not recommended for the National Register. Because of several demolitions on the site, the Melton Homeplace has also lost its architectural integrity and no longer merits National Register eligibility. The remainder of the resources surveyed within the A.P.E. were evaluated as ineligible within the Preliminary Inventory List and were not evaluated at the intensive level.

Properties Listed in the National Register

None

Properties Previously Determined Eligible for the National Register

No. 27 James B. Garrison/Swift Island Ferry Bridge

Properties Listed in the National Register Study List

No. 26 Melton Homeplace

Properties Evaluated Intensively But Considered Not Eligible for the National Register

No. 12 Dennis Barringer Farm

Other Properties Evaluated and Determined Not to be 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	Store
No. 9	Anderson Grove Baptist Church
No. 10	House
No. 11	House
No. 13	House
No. 14	House
No. 15	Store
No. 16	Store
No. 17	House
No. 18	House



No. 19	House
No. 20	House
No. 21	House
No. 22	House
No. 23	House
No. 24	House
No. 25	Green Top Store
No. 28	House
No. 29	House

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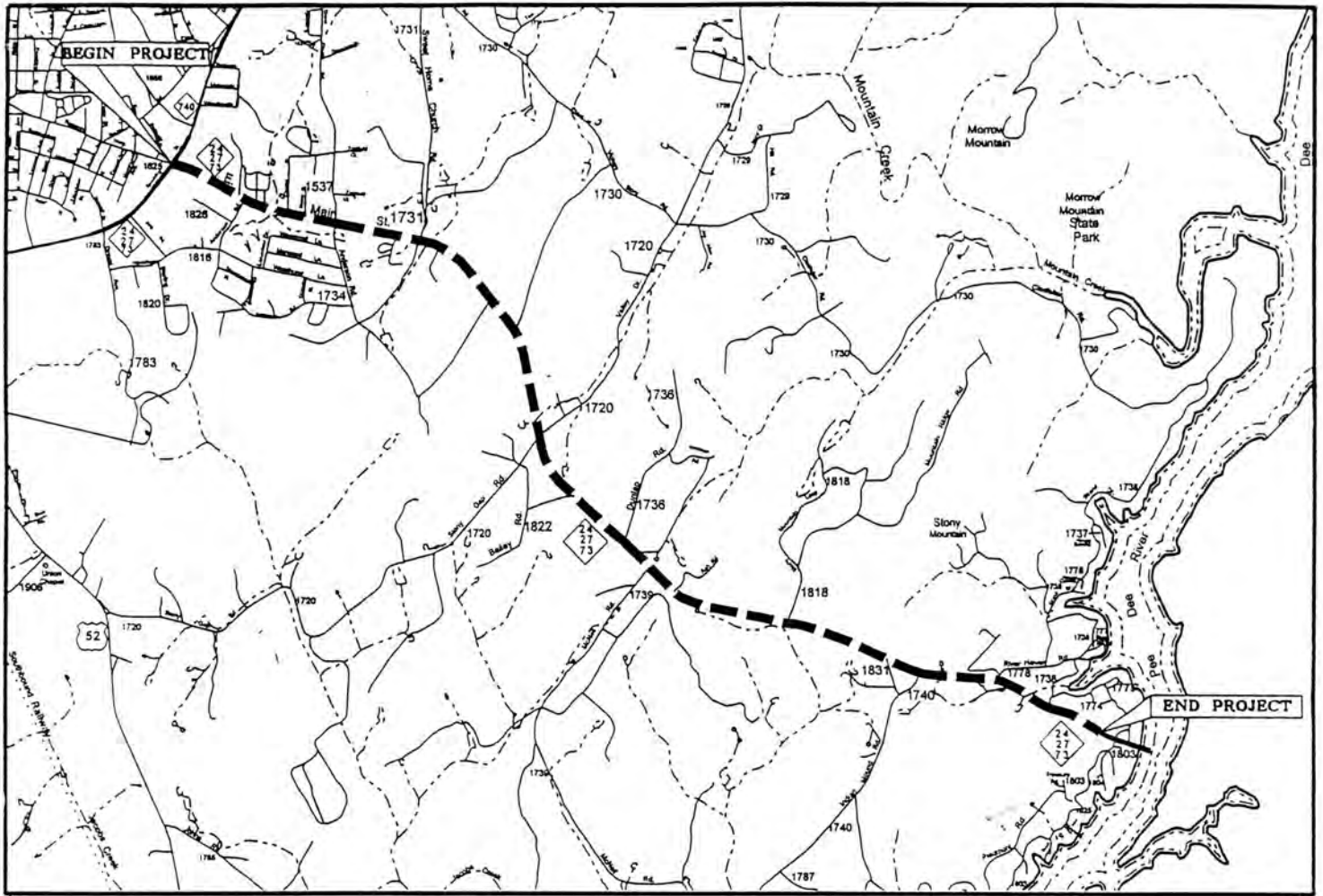
## II. INTRODUCTION


This Phase II intensive level architectural survey was undertaken in conjunction with the widening of N.C. 24-27-73 in Stanly County from the eastern outskirts of Albemarle at N.C. 740 eastward to the Pee Dee River. The T.I.P. Number for this highway widening is R-2530B, and the length of the project is approximately 5.5 miles. The project was conducted for the North Carolina Department of Transportation, Raleigh, North Carolina, by Mattson, Alexander and Associates, Inc. of Charlotte, North Carolina. Frances P. Alexander and Richard L. Mattson served as the principal investigators, and the project was undertaken in October and November 2004. The project location is depicted in **Figure 1**.

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 for, 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 *Section 106 Procedures and Guidelines* (N.C.D.O.T., October 2003).

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 a U.S. Geological Survey topographical maps depicted in **Figures 2A-2C**.

The A.P.E. was based upon the location of the proposed construction in relationship to natural and man-made features. The A.P.E. for the project roughly parallels N.C. 24-27-73 through the project area but extends north and south to incorporate all viewsheds from the project corridor. The boundaries of the A.P.E. are defined by modern construction, the rolling Piedmont topography, woodland, and secondary roadways which buffer both the neighborhoods found on the southeast side of Albemarle and the farms and residential development found east of the town. At the northwestern terminus, at the eastern outskirts of Albemarle, the A.P.E. boundary is marked by modern commercial-strip development. At the southeastern terminus, the wooded terrain around the Pee Dee River defines the A.P.E. (**Figures 2A-2C**).



	<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH</p>
<p>NC 24-27-73 FROM NC 740 IN ALBEMARTE TO MULTI-LANES WEST OF THE PEE DEE RIVER STANLY COUNTY TIP PROJECT R-2530B</p>	
<p>FIGURE 1</p>	

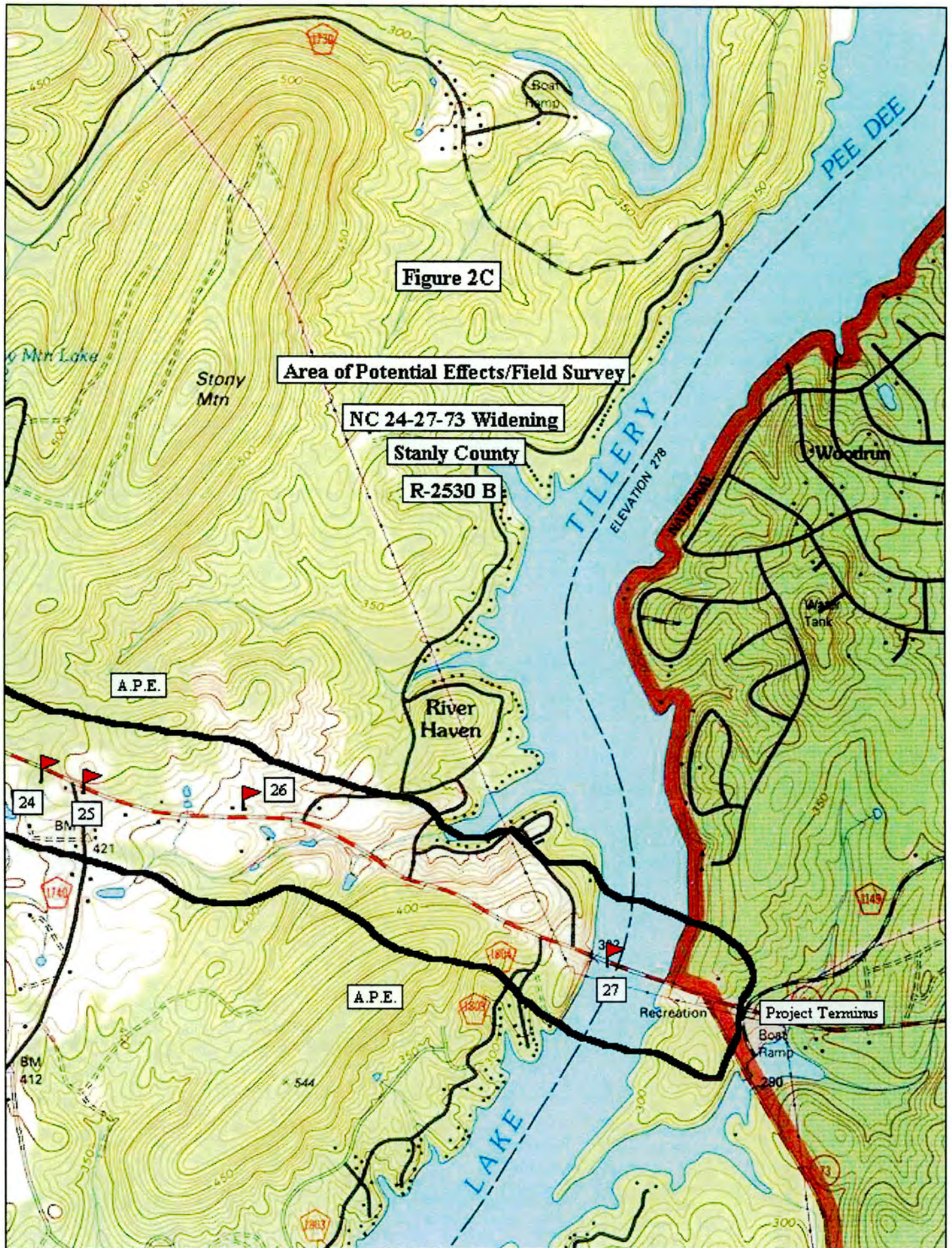














### III. PHYSICAL ENVIRONMENT

The project will begin on the east side of Albemarle, the seat of Stanly County, and extend southeast along N.C. 24/27 to the Pee Dee River. Stanly County is located in the southern Piedmont region of central North Carolina, approximately thirty-five miles northeast of Charlotte. The county is bounded to the east by the Pee Dee River, Union and Anson counties to the south, Cabarrus County to the west, and Rowan to the north. Stanly County has the high elevations, rolling topography, mixed hardwood forests, and steep streams characteristic of the Piedmont. Albemarle and the project area lie within the foothills of the ancient Uwharrie Mountain range that flanks both sides of the Pee Dee River, and seven miles east of Albemarle, but outside the A.P.E., is Morrow Mountain (and the surrounding state park). Numerous tributaries of the Pee Dee, a major northwest-southeast waterway, cross the region. Tributaries of Jacob's, Mountain, and Little Mountain creeks are the principal streams within the project area.

Historically, the project area outside the city of Albemarle has been largely agricultural in land use. The well-watered and well-drained land was good for crop cultivation and livestock pastures, while the dense hardwood forests were exploited for timber. The swiftly flowing Pee Dee River and its tributaries provided the power for saw and grist mills, and later for cotton mills. In the twentieth century, with the formation of hydro-power lakes along the Pee Dee and the creation of Morrow Mountain State Park (1935), recreational facilities and areas of vacation houses were built at the eastern end of the project area.

The current alignment of U.S. 24/27 was part of a state highway system laid out in the early twentieth century to connect county seats and to facilitate interstate commerce and transportation. N.C. 24/27 linked Albemarle with the Montgomery county seat of Troy, located to the east across the Pee Dee River. Because the highway provided these strategic connections, the route is lined with early twentieth century farms, churches, and roadside stores. Finally, in recent decades, vacation properties have been constructed at the east end of the project area near recreational Lake Tillery, part of the hydroelectric power system constructed along the Pee Dee in the early twentieth century. Today, residential, commercial, and institutional construction spread farther into the countryside beyond the city limits of Albemarle. Much of the study area is still agrarian, but both pre-World War II and postwar commercial and residential properties now compete with farmland and pastures for highway frontage.

In conclusion, the environmental setting is a mix of historically agrarian (farmland, pastures, and woodland) and twentieth century suburban land uses. Although there has been some recent residential and vacation home construction, much of the A.P.E. remains rural in character.



#### IV. METHODOLOGY

This Phase II architectural survey was conducted as part of the planning for the proposed N.C. 24-27-73 widening project in Stanly 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 *Section 106 Procedures and Guidelines* (N.C.D.O.T., October 2003).

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 (36 C.F.R. 60). The geographical context for evaluating the architectural resources identified during this project is Stanly County. The field survey was conducted in October and November 2004 to delineate the A.P.E. and to identify all resources within the A.P.E. that appeared to have been built before 1955. One hundred percent of the A.P.E. was surveyed.

The survey consisted of field investigations and historical research. The field work began with a windshield survey of the general project area in order to determine the A.P.E. All properties fifty years of age or older were photographed and indicated on U.S.G.S. quadrangle maps. Properties were evaluated at a preliminary level to determine National Register eligibility. Once all potentially eligible properties were identified, the boundary of the A.P.E. was finalized. The A.P.E. is illustrated in **Figures 2A-2C**.

Historical research using both primary and secondary sources was conducted at local and regional repositories. This research included a review of previous architectural surveys and environmental studies. The survey files of the North Carolina Historic Preservation Office (H.P.O.) in Raleigh were examined to identify all previously inventoried properties within the A.P.E., including those resources listed in the National Register and the National Register Study List. The 1989-1990 architectural survey of Stanly County, conducted by Donna Dodenhoff for the North Carolina Department of Cultural Resources, became the basis for a publication, *Stanly County: The Architectural Legacy of a Rural North Carolina County* (1992). Dodenhoff's survey files and publication identified historic resources within the A.P.E. and provided information on the general history and architectural development of the county.

A review of the H.P.O. files identified the James B. Garrison/Swift Island Ferry Bridge (No. 27) as having been previously determined eligible for the National Register during the 2003 statewide bridge survey. One other property within the A.P.E., the Melton Homeplace (No. 26), had been placed on the National Register Study List in 1990. Two additional resources within the A.P.E., the Dennis-Barringer Homestead (No. 12) and Green Top (No. 25), had been inventoried during a countywide architectural survey conducted in 1989 and 1990. Entries for these surveyed properties appear in the 1992 *Stanly County: The Architectural Legacy of a Rural North Carolina County*. Another property, Smith Dairy Farm, which had been mapped within the A.P.E. during Dodenhoff's 1989-1990 countywide inventory, was not found during the field survey for the present study and was evidently mapped incorrectly during the original survey.

Following the research and the field survey, a preliminary presentation of findings was prepared. In this report, the properties identified during the initial field survey were grouped into two sections: 1) those resources considered not eligible for the National Register; and 2) those properties that warranted further evaluation.

After consultation with N.C.D.O.T., an intensive level field survey was undertaken for those resources considered worthy of further evaluation. The exterior and interior (where permitted) of each resource was examined and photographed. Properties considered potentially eligible for the National Register were evaluated and the following information provided for each resource: physical description; photographs; site plan; historical data; and potential National Register boundaries, which were depicted on county tax maps.

## V. HISTORICAL BACKGROUND ESSAY

### **Frontier Period to the Civil War**

European settlers began migrating into present-day Stanly County during the middle decades of the eighteenth century. Located in the south-central Piedmont along the west side of the Uwharrie Mountain Range, the area grew steadily throughout the late eighteenth and early nineteenth centuries. English settlers migrated from the Cape Fear and other eastern North Carolina areas to populate the southern section of the county, while German and Ulster Scots families came down the Great Wagon Road from Pennsylvania, Maryland, and Virginia to establish farming communities in the northern and western reaches. A small number of French, mostly from the New Bern vicinity, also migrated here, taking up residence along the Yadkin and Pee Dee rivers. In 1841, the North Carolina General Assembly created Stanly County out of western Montgomery County to serve the needs of the growing population and established the town of Albemarle as the administrative seat (Lefler and Newsome 1954: 32, 130, 290, 599; Merrens 1964: 53-57; Dodenhoff 1992: 1-3, 10-11; Sharpe 1972: 4, 7, 9).

Stanly County was more fortunate than many of its Piedmont neighbors in that the Yadkin, Pee Dee, and Rocky rivers accommodated some commercial river traffic. Perhaps the earliest settlement in Stanly County was associated with an inn established by John Colson around 1770 at the confluence of the Pee Dee and Rocky rivers in the southeastern corner of the county. The early hamlet of Allenton, located on the peninsula formed by the Pee Dee and Rocky rivers, began about 1800 when three Allen brothers built homes, an inn, and a large mercantile business on the riverside site. Allenton served the north-south stage route between Charlotte and Raleigh as well as river traffic. Tindalesville, sited on the Yadkin River near the mouth of the Uwharrie River, was named for James Tindal of Montgomery County. Like Allenton; this settlement included an inn, a general merchandise store, and a cluster of dwellings. For a time, Tindalesville served as the county seat of Montgomery County as well as being a bustling ferry landing that carried heavy traffic along the main market road from the Yadkin Valley to Fayetteville on the Cape Fear River. Dr. Francis Joseph Kron, a German emigre and physician who resided near Tindalesville, observed the settlement's vibrant commercial pulse. He wrote,

Four horsedrawn wagons, loaded with cotton and other farm produce were on the way to Fayetteville, on the return trip, these same wagons would be loaded with sugar, coffee, salt, farm implements, and other needed things for the homes and farms along the valley. The Kirk Tavern, located here was a favorite stopping place for these traders and travelers over many years (Quoted in Dodenhoff 1989: 2).

However, Tindalesville was also plagued with typhoid fever epidemics and after the second outbreak in 1817, the community relocated to higher ground east of the Yadkin River in the Uwharrie Mountains. The new town was named Lawrenceville and remained the seat of Montgomery County until the formation of Stanly County (Balfrey 1970: 5-6; Sharpe 1972: 218).

Later communities arose along the crude roads that crossed the county. Places such as Plyers Crossroads near the A.P.E., Kindall's Ordinary on the Salisbury Turnpike (present-day U.S. 52), and Smith's Store at the junction of the pike road and Charlotte Road (roughly N.C. 24-27-73) all contained post offices and general stores. In 1841, the immediate area around Smith's Store was designated the county seat of Albemarle. Approximately fifty acres of land were divided into lots and advertised for sale with the proceeds earmarked for the construction of public buildings. The first county courthouse arose in 1842, and by 1848, Albemarle included two hotels, one general



store, a tailor, a shoemaker, a blacksmith, and three taverns. The *Carolina Watchman* described the young town as a “neat village laid out in regular squares with the courthouse occupying an ample yard in the center.” Albemarle was officially incorporated in 1857 (Sharpe 1972: 5, 9-11; Dodenhoff 1992: 3-4; Lefler and Newsome 1954: 599).

Despite the county’s access to multiple river crossings and some commercial river transport, poor overland routes and unreliable river travel constrained trade and cultural exchange. In 1856, in an effort to spur economic development, a group of prominent landholders formed the Yadkin Navigation Company to improve the river’s navigation by dredging and widening the waterway. However, state funding for the project fell through, effectively ending any promise of Stanly County becoming a major river transportation center. Without reliable access to markets, local farmers typically strove for a comfortable subsistence, cultivating small tracts and possessing few or no slaves. The 1860 census recorded only twenty acres within the entire county devoted to the cultivation of cotton, a major cash crop in the region, and of the 962 farms listed, only sixty-eight contained more than 150 acres of improved land. On the eve of the Civil War, slaves constituted only 15.6 percent of the county’s 7,801 residents. Those farmers that did own slaves were concentrated in the eastern section of the county where the fertility of the soil lent itself to more intensive cultivation. Industrial activities were confined to rural artisan pursuits, particularly blacksmithing and the milling of grain and timber for local use (Clayton 1983: 32-44; Dodenhoff 1992: 3-4, 11-15; Lefler and Newsome 1954: 298-299; Sharpe 1972: 232-235).

The county saw no action during the Civil War. However, as throughout the region, the loss of manpower to military service virtually paralyzed farming and manufacturing. According to one primary account of this difficult period, without surplus crops and home-manufactured goods with which to barter, “all clothes were homespun. Flax was used for linens and towels. Molasses took the place of sugar. Parched wheat was used for coffee and salt was nearly nonexistent” (Quoted in Foglia 1957: 22).

#### **Post-Civil War Period to the Present**

Agriculture was slow to recover in the postwar years. Local farmers had 2,000 more acres under cultivation in 1860 than in 1880. However, a major shift was underway towards a cash-crop economy. Although farms remained diversified—raising corn, wheat, oats, hay, and some livestock—they also devoted more and more acreage to cotton for sale. While in 1869 farmers in Stanly County raised fifty acres of grain to one acre of cotton, by 1880 farmers were producing only six acres of grain for every acre of cotton. As farm tenancy increased after the war, the number of farms increased while their average size decreased. By 1880, the average size of a Stanly County farm was only forty-three acres, and the agricultural census recorded 206 tenant farms in the county. By the early twentieth century, tenants operated thirty-eight percent of the county’s farms (Ninth and Tenth Censuses, Agricultural Schedules 1870 and 1880; *North Carolina Labor Statistics* 1901: 130-13; Dodenhoff 1992: 38-29).

To serve the farming communities, small gristmills and sawmills arose alongside the county’s waterways throughout the nineteenth and early twentieth centuries. There were about a dozen water-powered gristmills (seven of which also included sawmill operations) on the eve of the Civil War, and the construction of rural mills and associated dams continued into the early decades of the twentieth century. Built about 1875, the two story Whitley Mill is the only surviving nineteenth century gristmill in the county. Sited alongside Big Bear Creek west of Albemarle, the frame structure and associated 1930s concrete dam were a locus of activity in the Frog Pond community during the decades preceding World War II (Dodenhoff 1992: 14-15, 39-40, 147-148).

While Whitley Mill reflected the persistence of local commerce and enterprise in rural Stanly County, by the late nineteenth century, the rise of railroads brought cash crop farming and links to far-flung markets. Between 1891 and 1913, three railroads extended into the county providing unprecedented access to regional and national markets. The arrival of the east-west Norfolk and Southern Railroad, the Winston-Salem Southbound Railroad, and the Yadkin Railroad (later part of the Southern Railway) boosted manufacturing and cash crop agriculture while spurring population growth and the rise of small towns along the lines. The north-south Yadkin Railroad was constructed through the heart of the county to link Albemarle and its environs with the main line of the Southern Railway at Salisbury in Rowan County. Between the 1890s and 1930, rail-oriented textile mills arose in Albemarle and the neighboring towns of Norwood and Oakboro, while in the countryside cotton production increased to fifty percent of the county's agricultural output (Sharpe 1972: 9-16; Dodenhoff 1992: 5-6, 41-42, 211-213, 232, 238, 254, 329-334).

Manufacturing in the county soared to new heights during World War I, when the Aluminum Company of America (ALCOA) established a plant along the Yadkin River to manufacture aluminum for the war effort. In 1917, ALCOA constructed the Narrows Dam to harness the river's hydroelectric potential, and a year later built the company towns of Badin and West Badin on Badin Lake near the dam. At the time of completion, the Narrows Dam was the tallest overflow type in the world. The dam not only powered the ALCOA operation but also, by 1930, supplied North Carolina with one-third of its electrical power. In 1928, the Tillery Lake Hydroelectric plant complex was completed on the Pee Dee River south of the Narrows Dam. The new dam and lake required the elimination of the 1922 Swift Island Bridge and the present higher bridge, which now anchors the southeast terminus of the project, was constructed in 1927 (Sharpe 1972: 16-21; Dodenhoff 1992: 5-15; Turner 2003: 22).

As the twentieth century continued, local and state leaders joined efforts to promote good roads and bridges as keys to industrial, agricultural, and overall social progress. Responding to growing motorcar ownership, the state legislature passed the Highway Act of 1921 which launched the Good Roads Movement and the state's first great road-building. In 1923, Route 27 (now N.C. 24-27-73) was paved between Albemarle and Charlotte, and in 1927, Route 80 (now U.S. 52) was paved between Albemarle and Salisbury. By the eve of World War II, four state highways crisscrossed Stanly County (Lefler and Newsome 1954: 530-533; Waynick 1970: 3-36; *Transportation Map of North Carolina* 1930; Brawley 1974: 129-130; Dodenhoff 1992: 43).

Improved roadways made Stanly County, with its water resources and picturesque mountains along the eastern border, a popular tourist destination. In 1935, the Works Progress Administration provided federal funds for the creation of Morrow Mountain State Park. The park's state-of-the-art swimming pool, handsome lodge, and scenic woodland trails and campsites attracted visitors from throughout the region. Summer homes also arose near the park in the Uhwarrie Mountains as well as along Badin and Tillery lakes (Dodenhoff 1992: 6-7, 61-62).

### **Conclusion**

Today, the general study area contains a balance of residential and agricultural land uses. Despite modern commercial and residential expansion around Albemarle near N.C. 24-27-73, major portions of the A.P.E. remain rural. As with the region as a whole, plummeting cotton prices and the devastation caused by the boll weevil in the 1930s brought an end to significant cotton production after World War II. Nevertheless, dairy farming and especially the raising of small grains and livestock sustained the agricultural economy during the middle and latter decades of the twentieth century. Reflecting the shift from row crops to livestock and pasturage that has



occurred throughout the Piedmont, the number of farms in the county has dropped in recent decades while average farm acreage has increased. In 1987, Stanly County contained 572 farms, compared to 717 a decade earlier. Today only slightly more than one-half of the county's residents live on farms, and the total number of part-time farmers now exceeds full-time farmers. Within the study area, agrarian land uses continue to characterize the rolling, well-drained landscape. However, the number of farmhouses and outbuildings that once marked this area has declined and modern, non-farm dwellings now dot N.C. 24-27-73 leading to Albemarle and other urban centers (Dodenhoff 1992: 62).

## VI. PROPERTY INVENTORY AND EVALUATIONS

- No. 12**      **Dennis Barringer Farm**  
North side of N.C. 24-27-73, roughly 0.2 mile east of junction with S.R. 1537  
Albemarle vicinity, Stanly County

Date of Construction

Late nineteenth century; early and late twentieth century alterations

Associated Outbuildings

Smokehouse (ca. 1940); Granary (ca. 1940); Equipment Shed (ca. 1940); Barn (ca. 1940);  
Equipment Shed (ca. 1975); Carport; Ranch House (ca. 1975)

Physical Description (Figure 3; Plates 1-12)

This small farm encompasses a one story, hall and parlor farmhouse, rolling pastures, five farm outbuildings, a metal framed carport, and one modern ranch house. Built in the late nineteenth century, the traditional farmhouse has a side gable roof, fieldstone foundation, one fieldstone chimney, one modern brick chimney, a shed roofed dormer, and a rebuilt, engaged porch supported by replacement wooden piers. The asymmetrical, five bay façade has two doorways. The house was remodeled in the early to mid-twentieth century with three-over-one windows and a shed roofed dormer, giving the house features of the then popular bungalow. In recent decades, one of the exterior end chimney has been rebuilt, and the house has been aluminum sided. The interior was inaccessible.

The frame granary, smokehouse, equipment shed, and barn all appear to have been built in the early to mid-twentieth century. One equipment shed, the ranch house, and the carport were all added to the property in recent years.

Historical Background and Evaluation of Eligibility

Little is currently known about this farm which historically belonged to Dennis Barringer. The property was inventoried during the county-wide investigation in 1989-1990, but was not added to the National Register Study List as a result of that survey. The farm is not recommended for National Register eligibility under any criteria. An altered example of a traditional, one story, hall and parlor house type, the Barringer house has undergone several remodelings and no longer has sufficient integrity or significance to merit National Register eligibility under Criterion C for architecture. The shed roofed dormer and three-over-one windows appear to have been added in the early to mid-twentieth century, while in recent decades, the chimney and porch have been rebuilt and aluminum siding added.

The farm also lacks sufficient significance for eligibility under Criterion A for agriculture. In addition to its altered farmhouse and modern ranch house, the small farm contains only a few outbuildings of a common type that date to the historic period. In this still largely rural county, there are farms that are far more illustrative of historic farm patterns in Stanly County. One such example is the Henry Hill Homeplace (S.L.), a farm which has a log, hall and parlor house as its centerpiece, a substantial log barn, and sixty acres of farmland in the Rocky River area of Stanly County (Dodenhoff 1992: 168). Near Albemarle, the Noah Burleson Farm also illustrates well the modest, yeoman farms and persistence of the one story, hall and parlor farmhouse in the county (Dodenhoff 1992: 134).

The 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 components are not likely to yield information important in the history of building technology.

**Figure 3**  
**Dennis Barringer Farm**  
**Site Plan**

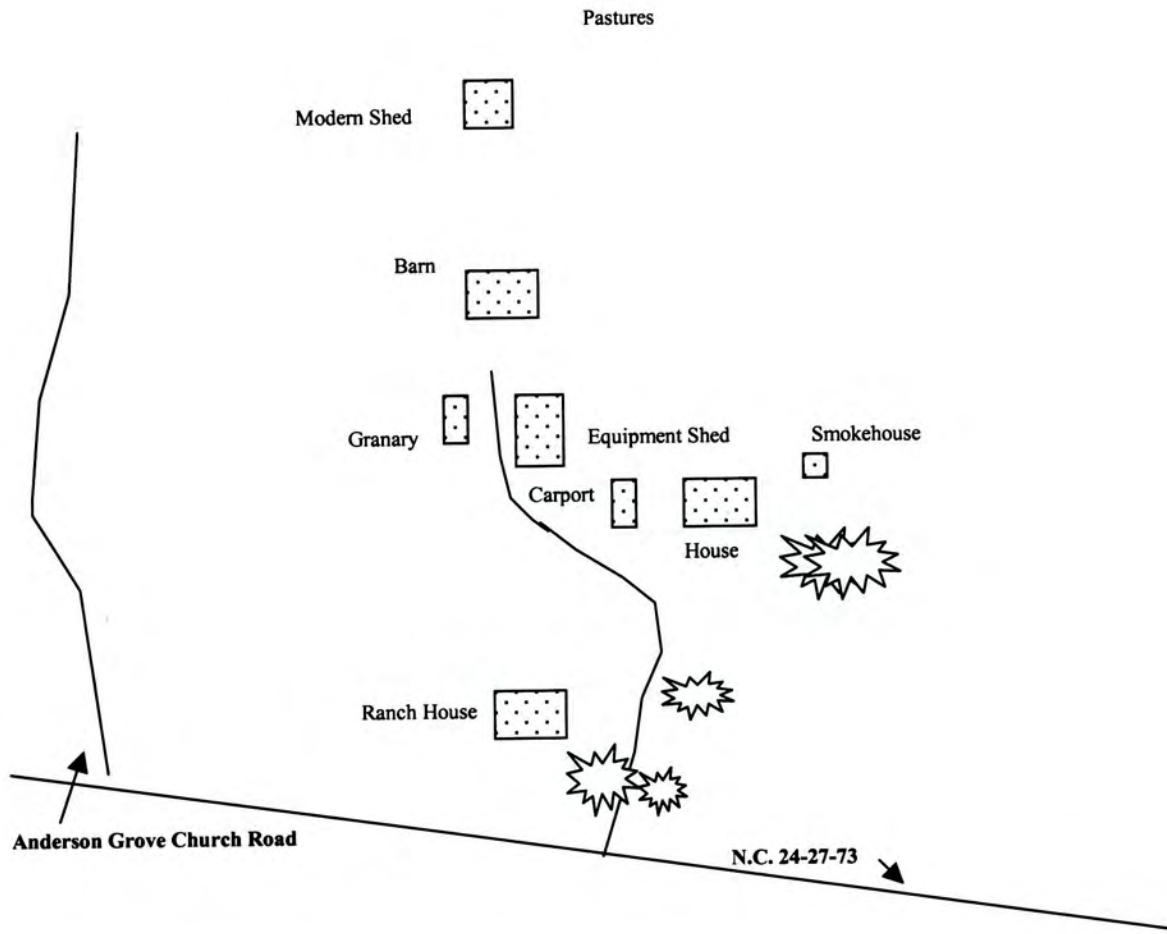






Plate1. Dennis Barringer Farm (No. 12), Overall View, Looking Northeast.



Plate 2. Dennis Barringer Farm (No. 12), House, Looking North.



Plate 3. Dennis Barringer Farm (No. 12), House Façade and Side (East) Elevation, Looking Northwest.



Plate 4. Dennis Barringer Farm (No. 12), House, Side (West) Elevation, Modern Carport, and Smokehouse (in Background), Looking East.





Plate 5. Dennis Barringer Farm (No. 12), House Façade and Side (West) Elevation, Looking North.



Plate 6. Dennis Barringer Farm (No. 12), Chimney Detail.





Plate 7. Dennis Barringer Farm (No. 12), Smokehouse, Looking Northwest.



Plate 8. Dennis Barringer Farm (No. 12), Equipment Shed and Granary, Looking Northwest.



Plate 9. Dennis Barringer Farm (No. 12), Barn, Looking West.



Plate 10. Dennis Barringer Farm (No. 12), Pasture, Looking North.





Plate 11. Dennis Barringer Farm (No. 12), Modern Equipment Shed, Looking Northwest.



Plate 12. Dennis Barringer Farm (No. 12), Modern Ranch House, Looking Northwest.

**No. 26 Melton Homeplace (Study List)**

North side of N.C. 24-27-73, roughly one mile west of Pee Dee River, Stanly County

Dates of Construction

House (1830s; demolished); Frame Outbuildings (Nineteenth century; demolished); Log Corncrib (Nineteenth century)

Physical Description (Plates 13-16)

The Melton Homeplace once included a complex of frame and log farm buildings accompanying a timber framed farmhouse that dated to the 1830s. Since its addition to the Study List, this property has been cleared of most of its historic buildings. Only a log corncrib with half dovetailed notching remains.

Historical Background and Evaluation of Eligibility (Figure 4)

The Melton family migrated to Stanly County from western Virginia in the early nineteenth century, and David Melton established the farm in the early 1830s. Initially encompassing 160 acres, twenty-five of which was cultivated, the Meltons had 100 acres in cropland by the 1880 census. The farm remained in the Melton family until at the least the early 1990s when the county-wide architectural survey was undertaken (Dodenhoff 1992: 72-73).

The Melton Homeplace was added to the Study List as one of the few intact farmsteads remaining in Stanly County from the early nineteenth century. At the time of the survey, the farm boasted a fine collection of frame and log outbuildings and a modest farmhouse with a heavy timber framing system and a hall and parlor plan. In addition to the house, the farm included a log barn, a detached log kitchen, and a log corncrib. However, since the time of the Study List designation, all but one outbuilding, the log corncrib, have been razed. Because of the demolition of the house and most of its outbuildings, the property no longer retains sufficient integrity to warrant National Register eligibility under any criterion.



**Figure 4**  
**Melton Homeplace**  
**Site Plan**

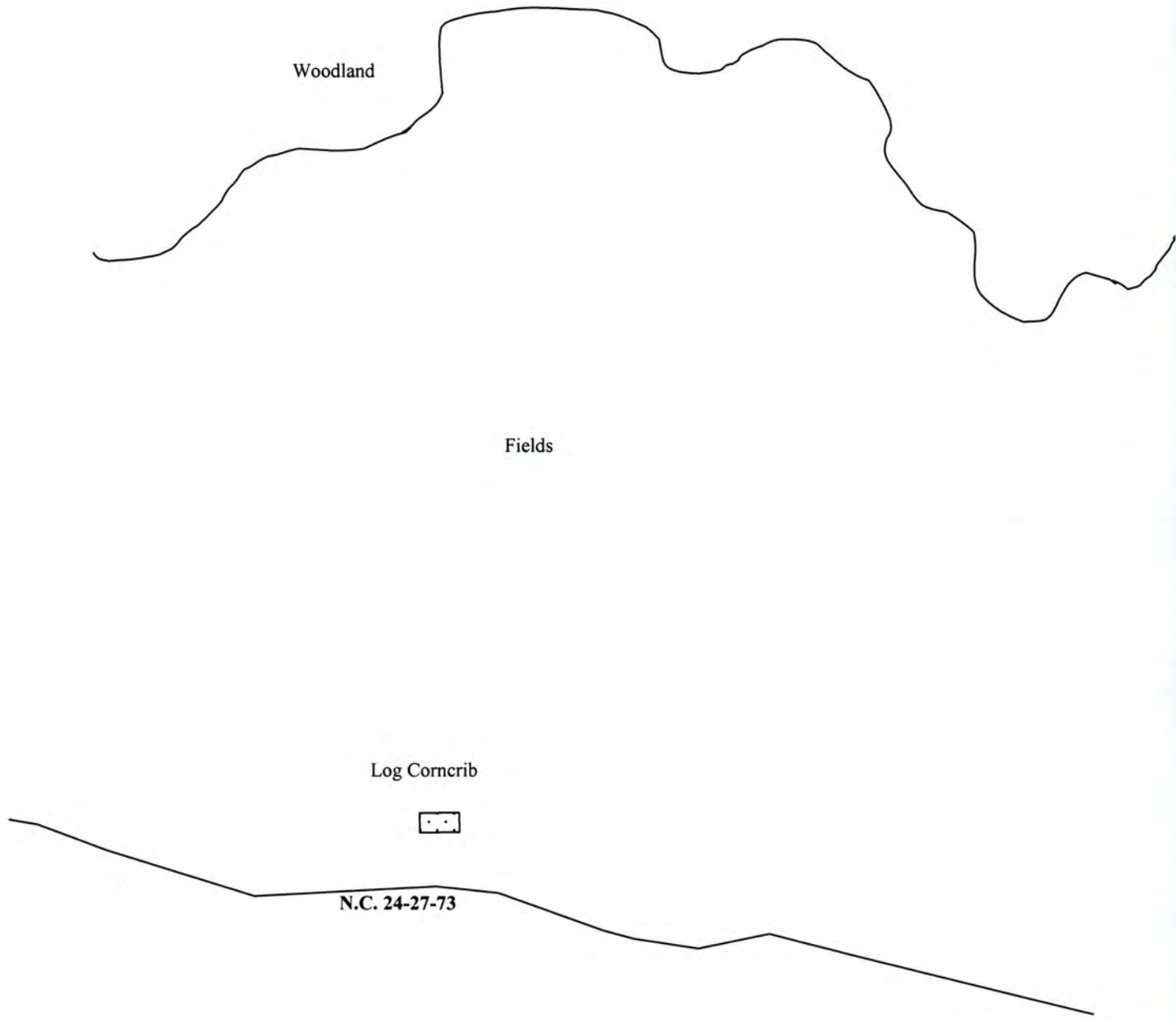




Plate 13. Melton Homeplace (No. 26), Log Corncrib.



Plate 14. Melton Homeplace (No. 26), Log Corncrib.





Plate 15. Melton Homeplace (No. 26), Corncrib.



Plate 16. Melton Homeplace (No. 26), Log Corncrib Detail.

**No. 27 James B. Garrison Bridge (Swift Island Ferry Bridge) (Bridge No. 830051)**  
Carries N.C. 24-27-73 over Pee Dee River  
Stanly County

Date of Construction

1927

Physical Description (Plates 17-18)

The reinforced concrete, open spandrel, arch bridge carries two lanes of westbound highway traffic across the Pee Dee River. The bridge measures over 1,060 feet and has four ribbed, main spans and four tee beam approach spans. The structure has solid, reinforced concrete balustrades with a restrained classical appearance. A modern bridge has been built parallel to the downstream side of the Garrison span to carry eastbound traffic. The James B. Garrison Bridge is well preserved and retains its integrity.

Historical Background and Evaluation of Eligibility (Figure 5)

The James B. Garrison Bridge was built in 1927 by the Carolina Power and Light Company during the building of hydroelectric dams along the Pee Dee River. The current bridge replaced an earlier span (1921-1922) at this location that flooded during the creation of the Lake Tillery reservoir. Carolina Power and Light paid most of the construction cost of the bridge, but the state highway commission supervised the work, and the bridge conforms to the designs of other 1920s open spandrel, arch bridges.

One of seven open spandrel bridges remaining in North Carolina, the Garrison bridge was determined eligible under Criterion C for design during a statewide bridge survey (2003). The structure remains eligible for the National Register. The proposed National Register boundaries comprise only the structure and its immediate setting.



**Figure 5**  
**James B. Garrison Bridge**  
**National Register Boundaries**

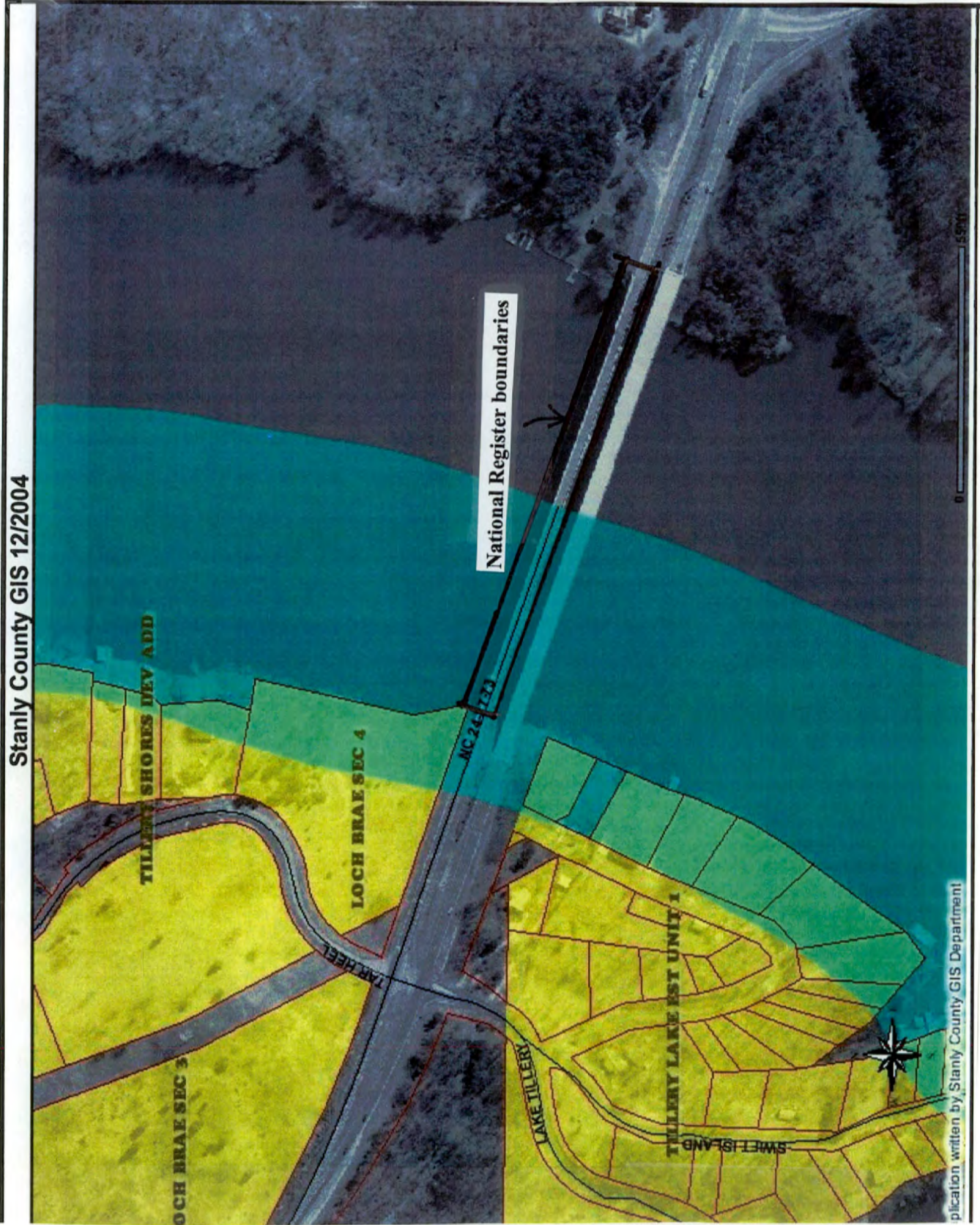






Plate 17. James B. Garrison Bridge (No. 27), View of North Profile, Looking Southeast.



Plate 18. James B. Garrison Bridge (No. 27), Looking West Across Pee Dee River.



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**APPENDIX A**

**CONCURRENCE FORM  
INVENTORY LIST  
RESOURCE PHOTOGRAPHS**

WBS #

34446.1.6

TIP#

R-2530B

County:

Stanly

eval: 12, 27

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

Project Description: **Widen NC 24/27/73 in Stanly County**

On **Dec. 13, 2004** 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 1-11; 13-26; 28-29 are considered not eligible for the National Register and no further evaluation of them is necessary.  
( 12 + 27 to be evaluated )
- 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:

R. Schuman

Representative, NCDOT

12-13-2004

Date

N/A

FHWA, for the Division Administrator, or other Federal Agency

Date

[Signature]

Representative, HPO

12/13/04

Date

[Signature]  
State Historic Preservation Officer

12-13-04

Date



## **INVENTORY LIST**

### **Properties Not Eligible for Listing in the National Register and Therefore Not Worthy of Intensive Level Evaluation (Keyed to Field Survey Map)**

#### **No. 1 House**

This side gable bungalow has a front gable porch supported by replacement metal posts, asbestos siding, and four-over-one windows. The house lacks the historical or architectural significance needed for National Register eligibility.

#### **No. 2 House**

This side gable bungalow has aluminum siding, replacement one-over-one windows, and a front gable porch. The house lacks the historical or architectural significance needed for National Register eligibility.

#### **No. 3 House**

The gable roofed bungalow has aluminum siding and two-over-two, horizontal sash windows that date to the 1950s. The house lacks the historical or architectural significance needed for National Register eligibility.

#### **No. 4 House**

This one story, frame cottage dates to the mid-twentieth century and has replacement one-over-one windows and a projecting entrance with a round arched doorway. The house lacks the historical or architectural significance needed for National Register eligibility.

#### **No. 5 House**

This fieldstone, front gable bungalow has an engaged porch and three-over-one windows. The house lacks the historical or architectural significance needed for National Register eligibility.

#### **No. 6 Store**

This roadside store has a side gable roof punctuated by dormers, asbestos siding, six-over-six windows, and a completed altered façade. The store no longer possesses the integrity needed for National Register eligibility.

#### **No. 7 House**

This brick, front gable bungalow has a hip roofed porch supported by brick piers, replacement six-over-six windows as well as its original three-over-one windows, and a replacement door. The house no longer has the integrity needed for National Register eligibility.

#### **No. 8 Store**

The one story, brick store has a flat parapet with terra cotta coping and a central door flanked by storefront windows. The store lacks the historical or architectural significance needed for National Register eligibility.

#### **No. 9 Anderson Grove Baptist Church**

This brick veneered, Neoclassical Revival church appears to date to the mid-twentieth century. The church has a front gable main block, projecting vestibule, and round arched windows. The church lacks the architectural significance needed for National Register eligibility.

**No. 10 House**

This mid-twentieth century, minimal traditional dwelling has vinyl siding, eight-over-eight windows, a bracketed hood over the entrance, and a side porch. The house lacks the historical or architectural significance needed for National Register eligibility.

**No. 11 House**

This front gable bungalow has vinyl siding and replacement six-over-six windows. The property includes several frame outbuildings.

**No. 12 Dennis Barringer Farm**

This small farm includes a one and one-half story, side gable farmhouse, rolling pastures, and several frame outbuildings. The house has a fieldstone foundation, one fieldstone chimney, one brick chimney, aluminum siding, a shed roofed dormer, and a rebuilt, engaged porch. The asymmetrical, five bay façade has two doorways. The house was remodeled in the early twentieth century and has been altered in recent decades. The five frame outbuildings, granary, two equipment sheds, barn, and smokehouse, all appear to have been built in the early to mid-twentieth century. A ca. 1970 ranch house has also been constructed on the site.

The farm is not recommended for National Register eligibility. The house has undergone several remodelings and thus no longer has sufficient integrity to merit National Register eligibility. Furthermore, the farm contains only a few, typical outbuildings. This still largely rural county comprises farms that are far more illustrative of historic agricultural practices.

**No. 13 House**

The small, vinyl sided, front gable bungalow has three-over-one windows, and a hip roofed porch. Situated within a mobile home park, the house lacks the architectural or historical significance to warrant National Register eligibility.

**No. 14 House**

This rambling, fieldstone house appears to have been built ca. 1940 as the home of a Dr. Whitley. The house has been extensively altered and is now in ruinous condition. The house was converted to warehouse use by the local school district, and a large metal shed was added to the rear elevation, and other storage buildings were erected on the site. The house no longer the integrity needed for National Register eligibility.

**No. 15 Store**

The abandoned, roadside store has a side gable roof and asphalt shingle siding. The site is overgrown, and the store is in deteriorated condition. The house no longer the integrity needed for National Register eligibility.

**No. 16 Store**

The one story, roadside store has been extensively altered and no longer retains sufficient integrity to merit National Register eligibility. With its side gable roof and dormers, the store appears to have originally had a Colonial Revival design. The store now has altered windows, replacement siding, and a side addition. Furthermore, a modern pump canopy has been added to the site.



**No. 17 House**

This brick side gable bungalow has a front gable porch and four-over-one windows. The house lacks the historical or architectural significance needed for National Register eligibility.

**No. 18 House**

This hip roofed cottage has two-over-two windows, aluminum siding, and an engaged porch supported by battered piers resting on brick pedestals. The house lacks the historical or architectural significance needed for National Register eligibility.

**No. 19 House**

This brick bungalow has a wraparound porch and Craftsman style windows. The house lacks the historical or architectural significance needed for National Register eligibility.

**No. 20 House**

The one story, postwar cottage has a front exterior chimney, six-over-six windows, and vinyl siding. The house lacks the historical or architectural significance needed for National Register eligibility.

**No. 21 House**

The front gable bungalow has been altered with vinyl siding and replacement one-over-one windows. The house lacks sufficient integrity for National Register eligibility.

**No. 22 House**

This small, Tudor Revival style cottage has been altered with replacement one-over-one windows and vinyl siding. The house lacks sufficient integrity for National Register eligibility.

**No. 23 House**

Dating to the late nineteenth century, the one story, L-plan dwelling has an L-plan porch and both two-over-two and four-over-four windows. This abandoned house is now in ruinous condition.

**No. 24 House**

The modest, front gable bungalow has asbestos shingle siding, four-over-one windows, and a front gable porch. The house lacks the historical or architectural significance needed for National Register eligibility.

**No. 25 Green Top Store**

Previously surveyed, Green Top Store has been extensively altered and no longer has sufficient integrity to warrant National Register eligibility. The store has a steeply pitched, side gable roof, dormers, two-over-two horizontal sash windows, vinyl siding, and a remodeled interior. The storefront windows are also replacements.

**No. 28 House**

The frame bungalow has weatherboard siding and two-over-two windows. The house lacks the historical or architectural significance needed for National Register eligibility.

**No. 29 House**

The clipped gable bungalow has weatherboard siding, six-over-one windows, and a fieldstone chimney. The house lacks the historical or architectural significance needed for National Register eligibility.



House (No. 1).



House (No. 2).





House (No. 3).



House (No. 4).



House (No. 5).



Store (No. 5).





House (No. 7).



Store (No. 8).



Anderson Grove Baptist Church (No. 9).



House (No. 10).





House (No. 11).



House (No. 13).





House (No. 14).



House (No. 14).





Store (No. 15).



Store (No. 16).



Store (No. 16).



House (No. 17).





House (No. 18).



House (No. 19).





House (No. 20).



House (No. 21).





House (No. 22).



House (No. 23).



House (No. 24).



Green Top Store (No. 25).





Green Top Store (No. 25).



House (No. 28).



House (No. 29).



**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