



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

May 3, 2005

MEMORANDUM

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

FROM: Peter B. Sandbeck *PBS for Peter Sandbeck*

SUBJECT: Historic Architectural Resources Survey Report, Widen US 19E from Multi-Lane Section East of Spruce Pine to SR 1106 (Mullin Mill Road) Intersection, State Project No. 6.909001T, Mitchell and Avery Counties, ER 04-3234

Thank you for your letter of March 11, 2004, transmitting the survey report by Marvin A. Brown of URS Corporation.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are eligible for listing in the National Register of Historic Places under the criterion cited.

(#16) R. L. Hall Log Barn, north side of US 19E, 0.1 mile west of junction with Maryland Drive, Kalmia vicinity, is eligible for the National Register under Criterion C as a significant representative of a rare agricultural type, the four-crib log barn. The R. L. Hall Log Barn's crib and shed roof additions were once commonly found on four-crib barns in Appalachia, and amplify its vernacular form. Although the barn has experienced some loss of integrity, it retains the elements of location, materials, design, workmanship, setting, and feel of a significant historic property. We concur with the National Register boundaries as described and delineated in the survey report. Please note that the evaluation section on this property refers to the R. L. Hall Log Barn as a house. We will correct the report copies in our office.

(#20) Beam's Motel and Restaurant, northwest junction of SR 1191 (River Hall Road) and US 19E, Ingalls vicinity, is eligible for the National Register under Criterion A in the area of entertainment and recreation. The complex of restaurant, motel, office, signage, and planter sign, are associated with the growth of the tourist industry in the Blue Ridge Mountains and the Toe River Valley from the 1930s through the mid-1950s. Although the complex has lost some integrity, the characteristics of a tourist stop are evident, particularly in the restaurant's pagoda-like roofline and the signage. We concur with the proposed National Register boundaries as described and delineated in the report.

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

(#22) Sunny Brook Store, west side of US 19E, opposite junction with SR 1541 (Bushy Creek Road), Ingalls vicinity, is eligible for the National Register under Criteria A and C as a highly intact representative of a rural county store and for its association with the rural commercial activity in Avery County from the late 1930s through the mid 1950s. The complex includes the store, house and outbuilding. We concur with the proposed National Register boundaries as described and delineated in the survey report.

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:

(#11) Carl and Mary Arrowood House

(#14) Homer and Golda Grindstaff House

(#21) Sunnybrook Farmhouse

Properties #1-10, 12-13, 15, 17, 18, 19, 23 and 24 as documented in the Effects Concurrence Form attached to the survey report.

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

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

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

bc: Southern/McBride
Johnson/WO
County



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APR 1 2005

HISTORIC PRESERVATION OFFICE

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

March 31, 2005

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

REF #: ER 04-3234

"Due Master"
3/21/05

Re: *R-2520A, Mitchell and Avery Counties
Widen US 19E from Multi-Lane Section East of Spruce Pine
To SR 1106 (Mullin Mill Road) Intersection
State Project No. 6.909001T*

Dear Mr. Sandbeck:

The North Carolina Department of Transportation (NCDOT) is planning to widen approximately 10.3 miles of US 19E in Mitchell and Avery Counties according to the above-referenced project. This letter accompanies two copies of the Historic Architectural Resources Final Identification and Evaluation Report for the project area. The report meets NCDOT and National Park Service guidelines for survey procedures and concludes that three properties (the R. L. Hall Log Barn, Beam's Motel and Restaurant, and the Sunny Brook Store) within the Area of Potential Effects (APE) are eligible for the National Register of Historic Places.

Please review the report and provide us with your comments. Should you have any questions, please contact Vanessa Patrick, Historic Architecture Section, 919-715-1617.

Sincerely,

Mary Pope Furr
Supervisor, Historic Architecture Section

RECEIVED

APR 01 2005

Attachment
copy to: John F. Sullivan III, P.E., FHWA

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

TELEPHONE: 919-715-1500
FAX: 919-715-1522

WEBSITE: www.ncdot.org

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



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JUN 28 2005

HISTORIC PRESERVATION OFFICE

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

MEMORANDUM

To: Peter B. Sandbeck, NCHPO
From: Vanessa E. Patrick
Date: June 23, 2005
Subject: *R-2520A, Avery/Mitchell Counties*
State Project No. 6.729001T
ER 04-3234
Historic Architectural Resources Survey Report – Errata

The historic architectural resources survey report for the above referenced project, submitted for review on April 1, 2005, contains a number of typographical errors, for which please accept my apologies. Please note the following changes:

- Page i line 3: Yancey should read **Avery**
R-2519B should read **R-2520A**
6.909001T should read **6.729001T**
- line 4: 10.3 should read **4.1**
- Page 1 line 3: Yancey should read **Avery**
R-2519B should read **R-2520A**
6.909001T should read **6.729001T**
- line 6: 10.3 should read **4.1**
- Page 23 line 23: House should read **Barn**

Should additional questions arise, please contact me at 715-1617, vepatrick@dot.state.nc.us. Thank you.

V.E.P.

Copies: John F. Sullivan III, PE, FHWA
Scott Gentry, NCDOT
Marvin A. Brown, URS Corporation

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

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

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

FINAL REPORT

**INTENSIVE-LEVEL
HISTORIC ARCHITECTURAL SURVEY
OF
US 19E FROM MULTI-LANE SECTION EAST OF
SPRUCE PINE TO SR 1106 INTERSECTION,
MITCHELL AND AVERY COUNTIES, NORTH CAROLINA
TIP NO. R-2520A
WORK ORDER NO. 6.729001T
CONTRACT NO. A304272**

Prepared For:

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

Prepared By:

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

March 2005

FINAL REPORT
INTENSIVE-LEVEL
HISTORIC ARCHITECTURAL SURVEY
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US 19E FROM MULTI-LANE SECTION EAST OF
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North Carolina Department of Transportation

Prepared By:

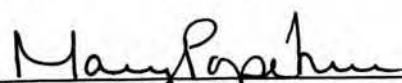
URS Corporation – North Carolina
1600 Perimeter Park Drive
Morrisville, NC 27560

Marvin A. Brown,
Principal Investigator

March 2005



Marvin A. Brown, Principal Investigator
URS Corporation-North Carolina
Date 3/23/05



Mary Pope Furr, Supervisor
Historic Architectural Resources Section
North Carolina Department of Transportation
Date 3/30/2005

MANAGEMENT SUMMARY

The North Carolina Department of Transportation (NCDOT) proposes widening US 19E from the existing multi-lane section east of Spruce Pine in Mitchell County to the SR 1106 (Mullin Mill Road) intersection in Yancey County (TIP No. R-2519B, Work Order No. 6.909001T, Contract No. A304272). The project length is approximately 10.3 miles.

During the initial phase of the project, URS Corporation-North Carolina (URS) recommended an Area of Potential Effects (APE) and, during October 2004, conducted reconnaissance-level fieldwork within that APE. URS identified 24 resources within the APE that appeared to be 50 years old or older. On November 8, 2004, URS presented the results of its initial findings to NCDOT and the North Carolina State Historic Preservation Office (HPO) (see Reconnaissance-Level Report attached as Appendix A). At that meeting, NCDOT and the HPO agreed that six of the 24 resources should be evaluated further: the Carl and Mary Arrowood House (URS survey #11 [#11]), the Homer and Golda Grindstaff House (#14), the R.L. Hall Log Barn (#16), Beam's Motel and Restaurant (#20), Sunnybrook Farmhouse (#21), and the Sunny Brook Store (#22). NCDOT and the HPO deemed 18 resources—##1-10, 12, 13, 15, 17-19, 23, and 24—to be Not Eligible for the National Register and Not Worthy of Further Evaluation (see Concurrence Form attached as Appendix B).¹

At the request of NCDOT, under the terms of an open-end contract with the Department for historic architectural services, URS commenced further research on the six designated resources. URS conducted intensive-level fieldwork and local research for the project during the week of November 15, 2004. URS subsequently evaluated the National Register eligibility of the six resources in question. Its survey methodology consisted of historical background research into primary and secondary sources, interviews with knowledgeable individuals, site-specific research, and an intensive-level field survey during which 100 percent of the APE was surveyed. This report records the results of the field survey, research, and evaluation.

URS recommends that three of the evaluated resources—the R.L. Hall Log Barn, Beam's Motel and Restaurant, and the Sunny Brook Store—are eligible for listing in the National Register. URS believes that the other three intensively evaluated resources are not National Register-eligible.² The following summarizes the status and evaluation of all 24 historic architectural resources within the project's APE:

¹ The Concurrence Form inadvertently failed to include Resource 24 at its list of resources that were deemed not worthy of further evaluation. This resource is pictured in the Reconnaissance-Level Survey Report attached as Appendix A. The Concurrence Form also inadvertently includes Resource 16—the R.L. Hall Log Barn—among the resources considered not worthy of further evaluation. It was intended to be inventoried at the intensive level and is assessed as such in this report.

² During the intensive-level inventory, URS determined that Resource 23 was part of the Sunny Brook Store (#22). It is accordingly assessed together with the store in this report.

**SUMMARY OF RESOURCES EVALUATED WITHIN THE
AREA OF POTENTIAL EFFECTS**

<u>URS Survey #</u>	<u>Name</u>	<u>Status History</u>
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RESOURCES LISTED IN THE NATIONAL REGISTER OR THE NORTH CAROLINA STATE STUDY LIST OR DECLARED ELIGIBLE FOR NATIONAL REGISTER LISTING

None	None	
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RESOURCES RECOMMENDED ELIGIBLE FOR NATIONAL REGISTER LISTING

16	R.L. Hall Log Barn	Assessed in Section V
20	Beam's Motel and Restaurant	Assessed in Section V
22	Sunny Brook Store	Assessed in Section V (includes resource 23)

RESOURCES RECOMMENDED NOT ELIGIBLE FOR NATIONAL REGISTER LISTING

11	Carl and Mary Arrowood House	Assessed in Section V
14	Homer and Golda Grindstaff House	Assessed in Section V
21	Sunnybrook Farmhouse	Assessed in Section V

RESOURCES PREVIOUSLY DETERMINED NOT ELIGIBLE FOR NATIONAL REGISTER LISTING AND NOT WORTHY OF FURTHER EVALUATION

1-10, 12, 13, 15, 17-19, 23, 24	Determined Not Eligible. See Reconnaissance Report attached as Appendix A and Concurrence Form attached as Appendix B. <i>NB:</i> Resource 23 recommended as eligible as part of Resource 22.
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I. INTRODUCTION AND PROJECT DESCRIPTION

The North Carolina Department of Transportation proposes widening US 19E from the existing multi-lane section east of Spruce Pine in Mitchell County to the SR 1106 (Mullin Mill Road) intersection in Yancey County (TIP No. R-2519B; Work Order No. 6.909001T; Contract No. A304272) (Figure 1). The current cross-section of US 19E within the project area is two lanes with grassed shoulder (variable width). The proposed cross-section is a four lane facility with a grassed median. The project length is approximately 10.3 miles. The existing right-of-way is 60 feet; the proposed right-of-way is 160 feet.

During the initial phase of the project, URS recommended an Area of Potential Effects and conducted reconnaissance-level fieldwork within that APE. URS identified 24 resources within the APE that appeared to be 50 years old or older. URS presented the results of its initial findings to NCDOT and the North Carolina State Historic Preservation Office on November 8, 2004. At that meeting, NCDOT and the HPO agreed that six of the 24 resources should be evaluated further: the Carl and Mary Arrowood House (#11), the Homer and Golda Grindstaff House (#14), the R.L. Hall Log Barn (#16), Beam's Motel and Restaurant (#20), Sunnybrook Farmhouse (#21), and the Sunny Brook Store (#22). NCDOT and the HPO deemed 17 resources—##1-10, 12, 13, 15, 17-19, 23, and 24—to be Not Eligible for the National Register and Not Worthy of Further Evaluation (see Concurrence Form attached as Appendix)³.

At the request of NCDOT, under the terms of an open-end contract for historic architectural services with the Department's Office of Human Environment, Project Development and Analysis Branch Department, URS commenced further research on the six designated resources. URS conducted intensive-level fieldwork and local research for the project during the week of November 15, 2004. URS subsequently evaluated the National Register eligibility of the six resources in question. Its survey methodology consisted of historical background research into primary and secondary sources, interviews with knowledgeable individuals, site-specific research, and an intensive-level field survey during which 100 percent of the APE was surveyed. This report records the results of the field survey, research, and evaluation.

An historic architectural survey within the APE associated with the proposed improvements to US 19E was necessary for compliance with the basic requirements of: Section 106 of the National Historic Preservation Act of 1966, as amended; the Department of Transportation Act of 1966, as amended; the Department of Transportation regulations and procedures (23 CFR 771 and Technical Advisory T 6640.8A); the Advisory Council on Historic Preservation regulations on the "Protection of Historic Properties" (36 CFR 800); and NCDOT's "Historic Architectural Resources, Survey Procedures and Report Guidelines." In order to meet the requirements of these laws and regulations, the work plan for the survey included the following items: (1) identification of all resources 50 years old or older within the APE; (2) intensive-level evaluation of resources designated as potentially eligible for National Register listing; (3) general historical research in order to develop historic and architectural contexts for the designated resources; and

³ See footnote 1 at Management Summary.

(4) the preparation of a report developed pursuant to the above-referenced laws, regulations, and guidelines.

URS recommends that three of the evaluated resources—the R.L. Hall Log Barn, Beam’s Motel and Restaurant, and the Sunny Brook Store—are eligible for listing in the National Register. URS believes that the other three intensively evaluated resources—the Carl and Mary Arrowood House, the Homer and Golda Grindstaff House, and Sunnybrook Farmhouse—are not National Register-eligible.⁴

The Area of Potential Effects or APE is the area or areas within which an undertaking may cause changes in the character or use of historic properties. The boundaries of the project’s APE were recommended by URS and confirmed by NCDOT. They are delineated in this report on the Spruce Pine USGS topographical quadrangle map (Figures 2 and 3). Due to the nature of the improvements and the project area’s terrain, which is mountainous and wooded with limited viewsheds, the APE is limited to those resources that stand on either side of US 19E and a few resources off of the immediate road that overlook the project area.

⁴ See footnote 2 at Management Summary.

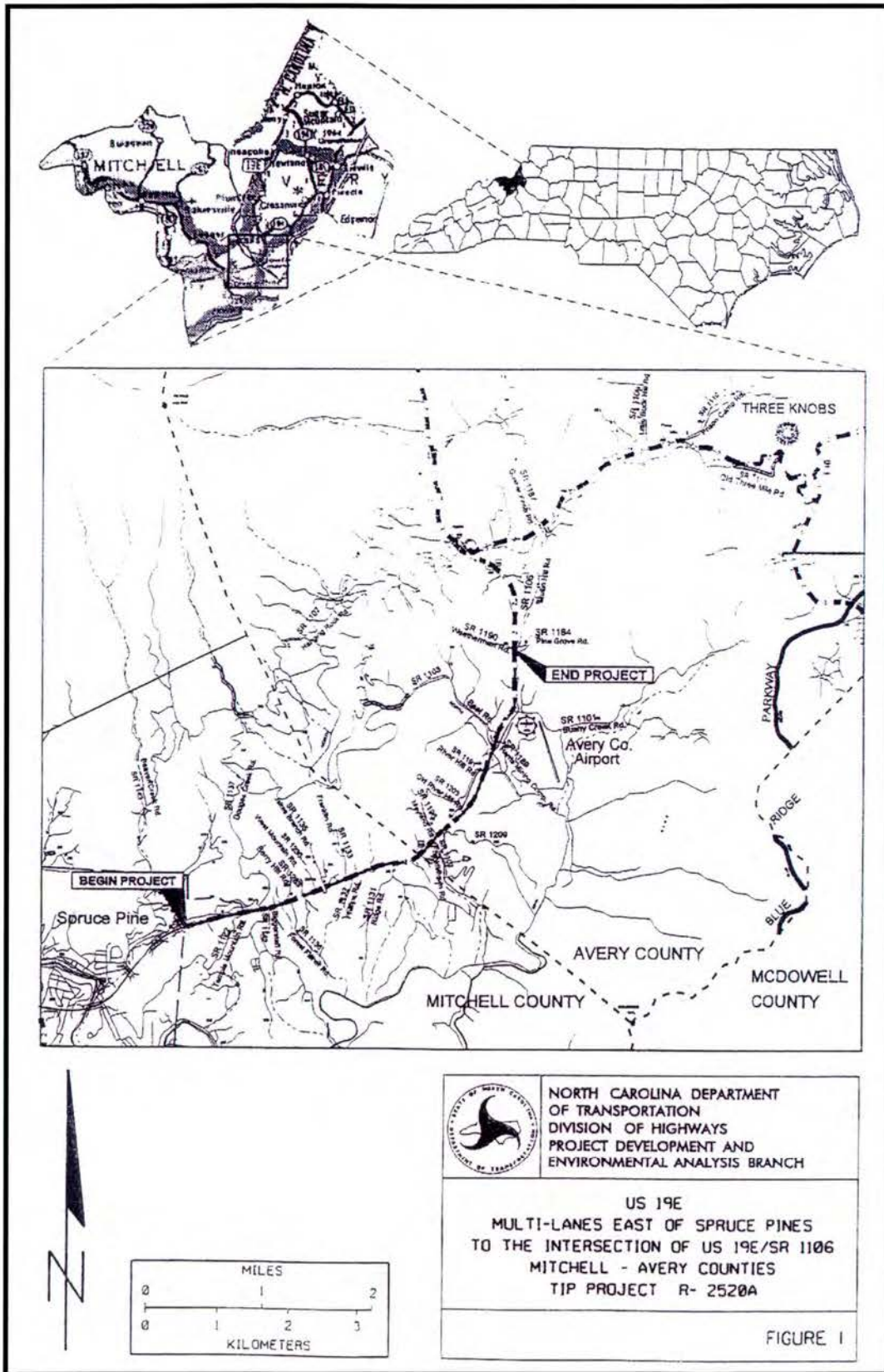


Figure 1: Project Locator Map



Figure 2: Area of Potential Effects and Property Inventory Map – Western Section of Project Area (Source: 1994 Spruce Pine USGS Quadrangle Map)

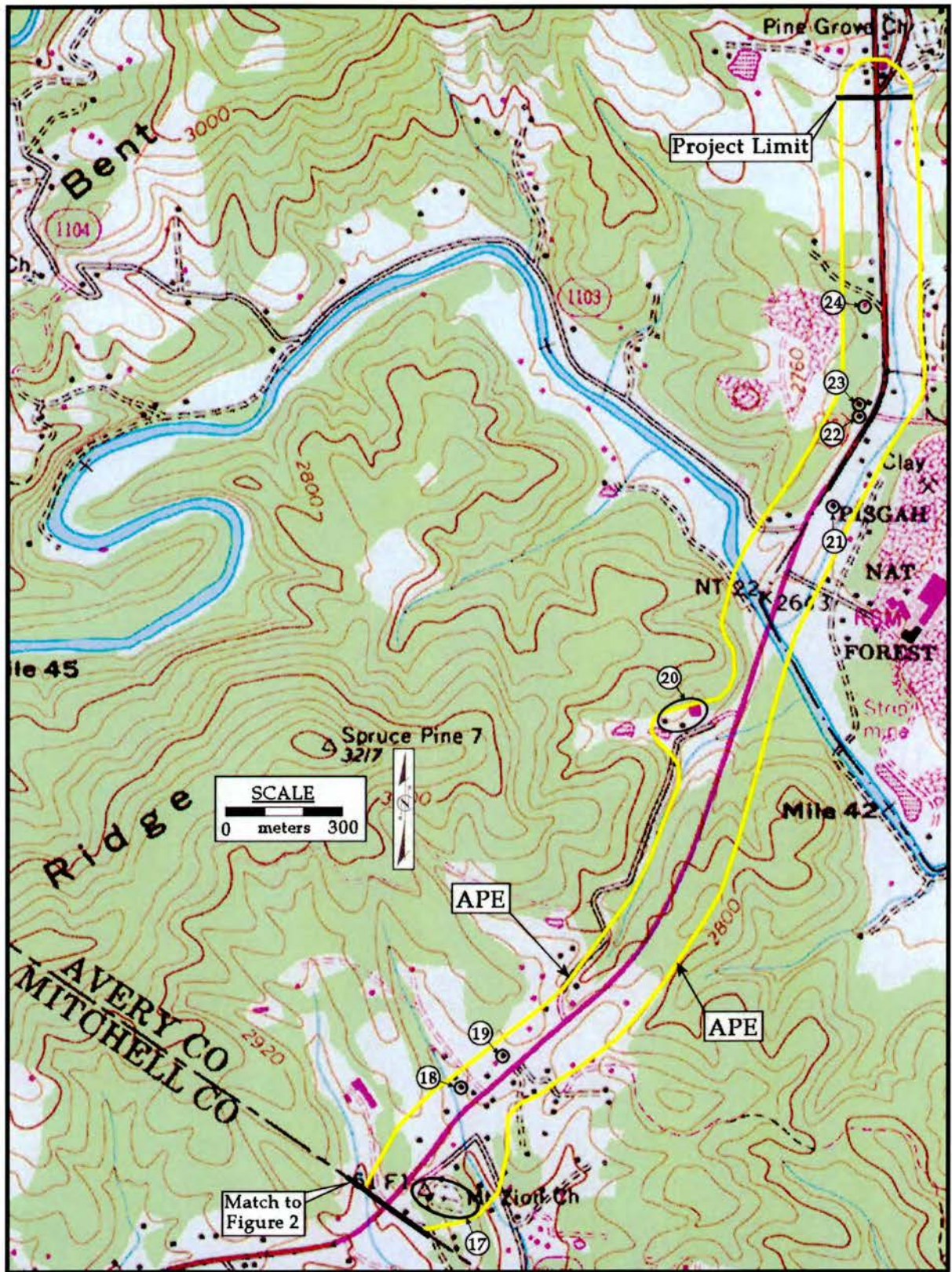


Figure 3: Area of Potential Effects and Property Inventory Map – Eastern Section of Project Area (Source: 1994 Spruce Pine USGS Quadrangle Map)

II. METHODOLOGY

The survey methodology for this project consisted of historical background research, site-specific research, and field survey of the project's Area of Potential Effects. Senior Architectural Historian Marvin A. Brown of URS completed the fieldwork and research.

The main sources of information for the project were the deed and tax records held at the Mitchell County Courthouse in Bakersville and the Avery County Courthouse in Newdale; county and Toe River Valley histories, heritage publications, and genealogies located at the Mitchell County public libraries in Bakersville and Spruce Pine, the Avery County public library in Newdale, the Yancey County public library in Burnsville, and Mayland Community College in Kalmia; North Carolina county survey publications and Internet sources on four-crib log barns, and interviews with longtime local residents Frankie Hall, Bill Arrowood, and Larry McKinney. Also of assistance were the intensive-level survey reports prepared for associated US 19E improvement projects by the Jaeger Company in 2000 (TIP No. R-2519A) and URS in 2004 (TIP No. R-2519-B).

The purpose of the research and intensive-level field survey was to understand the historical and architectural contexts of the APE and the six intensively inventoried resources within it. Such knowledge was critical in determining which resources within the APE were believed to be eligible, or ineligible, for listing in the National Register.

As part of the first phase of the fieldwork, Mr. Brown identified 24 resources within the APE that were 50 years old or older. As part of the second phase of fieldwork, Mr. Brown inventoried six resources that the NCDOT and the HPO had identified as requiring intensive level evaluation. He also drafted contexts for the inventoried resources. The final product of the work effort and evaluation is this report.

III. PHYSICAL ENVIRONMENT

US 19 East History

The earliest history of the road from the Ingalls community south and west to Spruce Pine and beyond, which was to roughly serve as the path for much of the current alignment of US 19E within and beyond the APE, is unclear. However, when Issac English bought an inn in Spruce Pine after the Civil War, there was already a road connecting the two communities. A local history notes that the English Inn stood at the junction of the north-south Marion-Bakersville Road and the east-west Burnsville-Cranberry Road. This latter road would have extended east from Burnsville in Yancey County to Spruce Pine in Mitchell County and then northeast through the project area to the Avery County communities of Ingalls and Cranberry (Bailey 1994:23-24; Bishir, Southern, and Martin 1999:234).

From Spruce Pine to Ingalls within the APE, US 19E generally followed valleys and declivities in the terrain as it does today. Short roughly parallel sections of road indicate in part where the road has shifted over the years. One of these, Cabin Road, is located in Spruce Pine north of current US 19E near the western end of the project area. Another is River Hill Road, which stands west of US 19E in the northern section of the project (Avery County Plat Book 21, Page 57 (1984)). Other sections are not readily apparent on maps. For example, until about 1940 the road just southwest of the Avery County line ran to the rear, rather than the front, of the R.L. Hall Log Barn (#16) (Hall 2004). Judging from the appearance and age of the older buildings that stand to either side of US 19E, many additional sections of the road's current path may date from the 1930s. Indeed, there may be only one resource within the APE—Sunnybrook Farmhouse (#21)—that predates 1900, and it was likely built during the last third of the nineteenth century. The lack of early resources within the APE is an indication of the limited population of the area prior to the early twentieth century.

Spruce Pine, which is located just beyond the western edge of the APE, is the largest town in the Toe River Valley. It was named for a large Carolina hemlock, locally called a Spruce Pine, which was located near the English Inn (Powell 1968:471). The history and development of the 2,000-person town have been succinctly summarized as follows: “Although a 19th-c. settlement gathered here around the English Inn on the south side of the North Toe River, the town, the largest in the county, is an industrial community born of the 1903 arrival of the Clinchfield Railroad and raised on mica, feldspar, and kaolin mined and processed in the vicinity.” Or, as Muriel Earley Sheppard (1935:131) put it even more succinctly—linked to the world by a daily train, Spruce Pine by 1915 was a “real village” (Bailey 1994:56).

Flowing through Spruce Pine is the North Toe River, the largest tributary of the Nolichucky River. The North Toe separates from the South Toe River at Kona in Yancey County, a few miles north of Micaville and Newdale, and flows southeast to Spruce Pine. It then loops south and east of US 19E until turning northwest and crossing the road and the APE below Ingalls. Another big loop brings it back to the road north of Ingalls and the APE. The North Toe has flooded extensively over the years, most notably in Spruce Pine (Tennessee Valley Authority 1963:10, 55).

US 19E within the APE essentially passes through the countryside. Spruce Pine proper is located to the APE's west and the crossroads community of Ingalls to its north. The community of

Kalmia near the Mitchell and Avery County border is little more than a name on the map. It is believed that the name Kalmia comes from *Kalmia latifolia*, the botanical name for mountain laurel.

Current Physical Environment

The current course of US 19E within the APE is characterized by valleys and steep hills, woods, and a few cleared fields. Its buildings are generally modest early, mid, and late twentieth-century residences and, outside of Spruce Pine and Ingalls and in Kalmia, mid and late twentieth-century commercial and industrial buildings. The Spruce Pine USGS quadrangle map indicates the presence of a few strip mines to either side of the northern section of the APE.

Within the northern portion of the APE in Avery County, there are scattered residential and non-residential buildings associated with the Ingalls community, most of which date from the mid to late twentieth century (Plates 1 and 2). Also at the north are some mines, including the active facility of Unimin Corporation (Plate 3). Three of the resources inventoried at the intensive level—Beam’s Motel and Restaurant (#20), Sunnybrook Farmhouse (#21), and the Sunny Brook Store (#22)—are located near this activity and the North Toe River where it crosses US 19E. South of the river the road passes through a largely wooded area (Plate 4). Near the Avery and Mitchell County line development picks up again (Plate 5). The resources here are similar in age to those to the north, with the addition of the modern Mayland Community College campus (Plate 6).

Just south of the community college, on the west side of US 19E in Mitchell County, stands the R.L. Hall Log Barn (#16), one of the few outbuildings in the APE. Across from it is one of the few former agricultural fields surviving within the APE. (The primary agricultural activity in the vicinity of the APE has become, in recent years, the raising of Christmas trees). The Kalmia community in Mitchell County contains a mix of early/mid twentieth-residences and late twentieth-century commercial and office buildings (Plates 7, 8, and 9). The Homer and Golda Grindstaff House (#14) and the Carl and Mary Arrowood House (#11) stand within the community. Continuing west along US 19E within the APE, non-residential development from the late twentieth-century increases as one nears Spruce Pine (Plates 10, 11, and 12). Beyond the APE, the road widens to four lanes and passes along the edge of downtown Spruce Pine.



Plate 1: Looking northeast towards late twentieth-century commercial buildings at junction of US 19E and SR 1106 at northern end of APE, Avery County



Plate 2: Looking northeast toward modern development on east side of US 19E in northern portion of APE, Avery County; Sunny Brook Store (#22) at left



Plate 3: Looking east across US 19E toward SR 1189 and entrance to Unimin Corporation facility, Avery County



Plate 4: Looking northeast along US 19E through wooded area north of Kalmia community, Avery County



Plate 5: Looking north across intersection of US 19E and SR 1102 just north of county line, Avery County



Plate 6: Looking north from US 19E up SR 1196 toward Mayland Community College, Avery County



Plate 7: Looking southwest across US 19E toward SR 1131, Kalmia, Mitchell County; modern medical offices at right and resources 12 and 13 at center left



Plate 8: Looking northeast across US 19E from SR 1131, Kalmia, Mitchell County; modern offices in foreground, Homer and Golda Grindstaff House (#14) in background



Plate 9: Looking northwest from SR 1131 across US 19E, Kalmia, Mitchell County; Carl and Mary Arrowood House (#11) at right, late 1950s ranchhouse at left



Plate 10: Looking east along US 19E from SR 1135 toward late twentieth-century residential and commercial development, Mitchell County



Plate 11: Looking west along US 19E from SR 1137 toward late twentieth-century development at edge of Spruce Pine near western end of APE, Mitchell County



Plate 12: Looking west along US 19E toward late twentieth-century development in Spruce Pine at western end of APE, Mitchell County

IV. HISTORIC CONTEXTS

The Political and Agricultural Growth of the Toe River Valley—1777 to 1865

Present-day Mitchell and Avery counties are part of the Toe River Valley, a region of the Blue Ridge Mountains in northwestern North Carolina. In 1777 the state legislature formed Burke County, the expansive boundaries of which included the entire valley. With the end of the Revolutionary War, settlement in the sparsely populated valley began to rapidly increase. Perhaps 80 families or 300 persons lived there in 1790, primarily in areas that were to become Yancey and Mitchell counties. The population growth, and the difficulty of traveling to the Burke County seat of Morganton, led to the 1791 formation of Buncombe County, which divided the Toe River Valley between two legal entities (Bailey 1994:4) (Corbitt 1987:38-48).

The newly formed Buncombe County took in present Yancey County west of Micaville, while Burke County retained all of present Mitchell and Avery counties and the remainder of Yancey. Therefore, the 1791 division did not affect the lands within the project area, which remained entirely in Burke. Growth continued apace in the Toe River Valley during the first third of the nineteenth century, far outstripping any limited improvements to its rudimentary transportation network. By 1827 the twin forces of population growth and poor roads led citizens of the valley to petition for the formation of a new county out of portions of Burke and Buncombe. The petition captured the curious conflux of isolation and growth. It stated that “owing to the remoteness of their residences from either Burke or Buncombe courts, and the lofty and almost impervious mountains by which they are surrounded, we have long suffered a degree of inconvenience and hardship, and we form a hope that the period is not too far distant when from increase of population and wealth” the legislature would afford the valley’s citizens the same rights as others and form the proposed new county (Bailey 1994:4). According to the petitioners, the new county, though isolated, contained a substantial “population of six thousand souls and a reasonable shear [sic] of wealth” (Bailey 1994:4). In 1833 the state legislature established the new county of Yancey, with Burnsville as its seat (Corbitt 1987:239-242).

Yancey County was initially quite large, encompassing all of present Yancey and Avery counties, along with most of Mitchell and parts of Madison and Watauga counties. Its size and mountainous terrain led to its repeated division over the next eight decades. The most important division, for the scope of this project, was the creation of Mitchell County in 1861 from parts of Yancey, Watauga, Caldwell, Burke, and McDowell counties. This once again split the Toe River Valley between two counties (Bailey 1994:5; Corbitt 1987:149-152). The newly established town of Bakersville became Mitchell County’s seat.

Most North Carolina county formation revolved around population growth, transportation, and sectionalism. (Due to concerns of balancing eastern and western counties, it took the state legislature six years to agree to establish Yancey County.) The formation of Mitchell County, however, sprang from the struggle in North Carolina over secession. Only 346 of Yancey County’s 8,205 residents in 1850 were slaves. This small number of slaves was concentrated in the southern part of the county: the new Mitchell County had only about 65 slaves when it was created at the onset of the Civil War. Most slave holdings were small, limited to one or two individuals. Political conflicts in Yancey County over slavery and secession and the issues that swirled about them led to the new county’s formation (Yancey Historical Association 1993:155).

It was only due to growth between 1840 and 1860 in the southern part of Burke County—primarily in present-day Yancey rather than Mitchell County—that the Toe River Valley had any appreciable number of slaves at all. This growth was strongly connected to improvements in the county's transportation network. About 1840 a road was built from Burnsville to the crest of the Blue Ridge, connecting the county seat and its hinterlands with the markets of the Piedmont. A decade later the McDowell and Yancey Turnpike Company and the Laurel Turnpike Company added to the local improved road network (Sheppard 1935:43). Slaves were brought in by a small number of Toe River Valley farmers to work fields of grain on river valley farms and, most importantly, to tend to growing numbers of livestock (Yancey Historical Association 1993:43).

Increased yields in field crops and livestock, which were raised and sold in droves, were particularly striking in the Toe River Valley between 1840 and 1850. During the decade, the number of cattle almost doubled, to over 10,000. Sheep numbers increased fourfold, to over 20,000. The nearly 20,000 pounds of wool these sheep produced in 1850 was an increase of nearly 700% over the preceding decade. The importance of burley tobacco also began to be felt, as poundage of the leaf increased from under 5,000 to over 12,000. The only declines in principal crops were the fall, in relative terms, of the staples of corn and potatoes. Corn production, though still tremendous, dropped almost a third to 285,000 bushels. Potatoes plummeted from 89,000 bushels to less than 13,000. All of these goods moved out of the valley on roads old and new (Sheppard 1935:41-43).

Railroads and Mineral Wealth in the Toe River Valley—1866-1929

A newly tapped resource—minerals—and a new mode of transportation—the railroad—diversified the Toe River Valley's economy during the last third of the nineteenth century. Native Americans had long mined mica in North Carolina. One of the best developed of these early mining sites was the Sink Mine near Bakersville in Mitchell County. In the Toe River Valley at the close of the Civil War, modern mica mining began in North Carolina (Stuckey 1965:416-419). By 1870 Yancey County had eight operating mica mines and in Mitchell County operations had begun again at the prehistoric Sink Mine. These early mines produced sheet mica, which was used in stoves and lamps and for glazing. Other minerals mined in the late nineteenth and twentieth centuries in the Toe River Valley included feldspar or, simply, spar; ceramic-quality clay, such as kaolin; quartz; and gemstones such as emeralds, aquamarines, and sapphires. The most important of these were the pegmatite minerals, primarily feldspar, mica, quartz, and high quality clay. (According to Sheppard (1935:111), "Mica has been the fairy godmother of Mitchell County.") Near the project area, mica was mined and processed, as perhaps were feldspar and other minerals (Bailey 1994:40-42).

Late nineteenth-century census records captured the growth of the mining industry in the Toe River Valley and hinted at how it would begin to open the valley up to outsiders. Only three Mitchell County men listed themselves as miners in the 1870 census. Ten years later 81 individuals deemed themselves mica miners, or simply miners, or mine overseers. The workers ranged in age from 12 to 57 and included natives and flatlanders, African Americans, and even a few Russians (Bailey 1994:20). The presence of Russians in the Toe River Valley in the late nineteenth century was quite unusual as, to a lesser extent, was that of blacks. In 1890 only about four percent of Mitchell County's residents were black (State Board of Agriculture 1896:367-368, 412-413).

Until late in the nineteenth century, small pieces of mica and all feldspar wrested from local mines were tossed on scrap heaps. Only sheet mica was considered worth the effort and expense of mining, and shipping, from the Blue Ridge heights of the Toe River Valley. The coming to the valley of a rail line—the Clinchfield Railroad—allowed local entrepreneurs and outside interests to mine and process a wider range of mineral products. With financial difficulties, reorganizations, and the general upheaval in the railroad industry in the late nineteenth century, the Clinchfield Railroad was “a long time coming” (Bailey 1994:18). In 1886 the Charleston, Cincinnati and Chicago (CCC) Railroad was chartered to lay a 600-mile line between the Great Lakes and the Atlantic Ocean. When the CCC went bankrupt seven years later and was broken into disconnected pieces, it had yet to set a rail in the Toe River Valley. Construction by different companies continued fitfully on different portions of the line until finally, in 1903, the South and Western Railway reached Spruce Pine. Two years later, two trains a day were traveling each way through the valley and over the Blue Ridge between Spruce Pine and Johnson City, Tennessee. In 1908 separate railroad charters were combined into a line renamed the Carolina, Clinchfield and Ohio Railway. This line in turn was renamed the Clinchfield Railroad in 1924, a name it retained until it merged with CSX Transportation in 1992 (Sheppard 1935:122; Bailey 1994:18).

With rail service, miners revisited the waste dumps outside of the sheet mica mines. They shipped bits of mica and feldspar out of the valley to be ground into powder for a variety of industrial and domestic uses. (Ground mica was used for numerous products, from automobile tires and paint to wallpaper and board. Ground feldspar helped form porcelain for bathroom fixtures, and abrasives such as Bon Ami powder that were used to clean those fixtures.) Soon the miners and entrepreneurs began to dig new mines and establish local grinding mills (Bailey 1994:41-42; Yancey History Association 1993:131; Sheppard 1935:111).

By 1917 North Carolina led the country in the production of feldspar, with most of the mineral coming from the Spruce Pine District, a mining region that encompassed Yancey, Mitchell, and Avery counties. The rise was phenomenal, for the mining of feldspar had only begun in the district six years earlier. In 1962 North Carolina accounted for 50 percent of the nation’s feldspar, with nine-tenths coming from the Spruce Pine District. Also in 1962 North Carolina was producing 60 percent of the country’s sheet mica. Three quarters of all of the mica produced in the state in that year came from the Spruce Pine District (Stuckey 1965:385, 417-424).

Mines active and inactive, visible and overgrown, continue to dot the mountainsides above and around the project area, particularly just to its east in and around Spruce Pine. Unimin Corporation continues to operate a facility in the northern portion of the APE.

Mining was a dangerous occupation, which may be why its work force included some of the valley’s small number of African Americans and outsiders such as the Russians of 1880. The vast majority of mining, however, was done by local residents who faced similar dangers. In 1936 Ralph Young, son of the builders of the Lattie and Nora Young House—a resource located on US 19E west of Spruce Pine and the APE—died in a mica mining accident. In the 45 minutes it took to dig him out from a cave-in, he was asphyxiated. He was 17 years old (Yancey County Death Certificate Book 21, Page 62). In 1939 additional outsiders entered the valley—and apparently frequented the Sunny Brook Store—“when German, Polish, and Czech experts arrived to help set up a porcelain processing plant for the local clays (kaolin) used in fine china and porcelain” (www.sunnybrookstore.com).

Following the formation of Avery County in 1911, the Toe River Valley, along with its mineral wealth, was divided among three counties. With Hoke County in the piedmont, Avery is the newest of North Carolina's counties (Corbitt 1987:17).

Farms, Mines, and Tourists in the Toe River Valley—1930 to the Present

In 1930, in spite of expansion of the mining industry, farming remained central to the economy and life of the Toe River Valley. In that year, for instance, about a third of Yancey County's rugged terrain, or 60,000 acres, was improved farmland. Another 30,000 was national forest reserves and 100,000 acres uncut or second-growth, or later, forest. The average farm size was modest—64.8 acres—but sufficient to meet the needs of most residents. Corn, as it likely always had been, was the most valuable crop. Potatoes and apples were also raised, along with chickens and eggs. While most farms may have had a cow for milk, the county had only a single dairy farm. Most agricultural trade was conducted with Asheville and with Johnson City and Greeneville in Tennessee. To these centers farmers shipped burley tobacco, apples, corn, and an assortment of vegetables. They also sold, as they had historically, cattle, sheep, and hogs. Some goods were shipped by the railroad but, by 1930, the most important means of importing and exporting products was the truck (Teacher Training Class of Burnsville 1930:23). The prominence of trucking indicated a great change in the road system of the Toe River Valley and Yancey County in a decade. According to one report, the county had only 12 automobiles in 1920 and 500,000 pounds of apples rotted on the ground because there was no good way to get them to market (Sharpe 1961:1648).

In 1940 about one third of Mitchell County's workforce labored in mines or mineral plants, while perhaps only ten percent were full-time farmers. Farming still held the strongest grip on the county, however, as two-thirds of the workforce considered themselves at least part-time farmers. A statistically questionable, but nonetheless informative, snapshot was taken of the county in 1939-1940. On one day during that school year, ten percent of the county's school children—a reported 494 pupils—were surveyed about their home life. Well over half (228) reported that their parents were farmers. Reflecting the slow climb out of the Depression, 81 said their parents were employed by the Works Progress Administration. The 52 reported miners placed third on the list of occupations. With gem cutters, clay plant workers, and a feldspar mill operator, the numbers associated with mining topped 57 (County Board of Education 1940:52-54).

The survey also caught a glimpse of the nature of Mitchell County's houses and their amenities. Framed houses were home to 435 children and 48 children lived in more cheaply constructed boxed houses. Only 11 lived in brick, log, or bark-covered frame houses. Screens filled the windows of 342 houses, but only 52 houses had indoor toilets. Another 365 houses had outdoor toilets, while 77 had "no toilet at all." Electric lights illuminated 155 homes. Of these 155 houses, 144 had electric irons, 91 washing machines, and 73 refrigerators. Most homes, however—339 of the tally—still relied upon kerosene lamps as a principal or supplementary source of light (County Board of Education 1940:52-54).

On a more personal level, James C. Byrd—who was born in the Bee Branch community in 1941—described life in the northeastern section of Yancey County in the 1940s and 1950s. He recalled the Rural Electrification Administration bringing power to his community in 1948 (Bailey 1994:12):

Truly, we came out of the darkness into the light! We began to enjoy the conveniences of electrical power. An electric wringer washer was purchased along with an electric iron. It was much later that a refrigerator was bought. We had an abundance of spring water, and kept milk and other food cold in the spring house.

His comments on farming, not just those on electricity and its benefits, mirrored the impressionistic findings of the 1940 report. They also connected principal elements of the local diet in the 1940s and 1950s—corn, potatoes, livestock and its products—with that of antebellum Yancey County and the Toe River Valley. He wrote (Bailey 1994:13):

In every sense of the word, we were farmers and were rather self-sufficient. As with the neighboring families, we produced most of our food. The garden provided vegetables. We grew Irish and sweet potatoes, and corn was taken to one of the nearby mills for grinding into meal. The hogs provided meat, and we always had milk from the cows that we owned. The chickens roamed freely and often we had one for Sunday dinner. Eggs were always a part of breakfast. Also, we had a large allotment for growing Burley tobacco.

He continued by describing the loss of traditional rural ways in the late twentieth century:

Things have changed so much since I left home. It was rare for a family not to have at least one cow as a source of milk. Now as far as I know, there is not a milk cow in the entire neighborhood.

Modern conveniences, such as those described by Byrd, and improved roads brought a greater variety of industries into the Toe River Valley after 1930. The roads also brought tourists and seasonal residents. In the 1920s and 1930s in the northern portion of the APE, the “local community was made up of farms and other rural businesses, including cottages for rental to summer residents from Florida and boarding houses for visitors from many cities...” (www.sunnybrookstore.com). Tourists shopped at the Sunny Brook Store (#22) and dined at Beam’s bar and grill (#20) following their construction in 1937. Probably not coincidentally, 1937 was also the date of the construction of the Blue Ridge Parkway in the area, which parallels US 19E near the store and the bar and grill just a few miles to the east (<http://www.spartan-nc.com/chamber/communities.html>; http://www.cr.nps.gov/history/online_books/unrau-williss/adhi4j.htm). After World War II, the influx of tourists was sufficient to lead the Beam family to expand their operation with a rangy one-story motel.

By the early 1960s, tourists and “summer people” were contributing to the economy of the valley (Sharpe 1961:1652). They continue to visit Mitchell and Avery counties in droves, often via the Blue Ridge Parkway that passes through and helps economically support the counties and their pieces of the Valley.

V. PROPERTY INVENTORY AND EVALUATIONS

Resources Recommended Eligible for National Register Listing

**R.L. HALL LOG BARN (#16)
North side of US 19E, 0.1 mile west of junction with Mayland Drive
Kalmia vicinity, Mitchell County**

History of Barn

The past 100 years of this barn's history is clear. Its earlier history, if any, is clouded. In 1903 R.L. Hall purchased a 48-acre tract of land in Grassy Creek Township from Jonathan and Lucy Ollis (Mitchell County Deed Book 45, Page 255). Hall likely built the barn shortly thereafter. If it was standing when Hall purchased the property, the barn's date of construction and original owners cannot be determined. The Ollises only held the property for three years; they purchased it for \$300.00 from W.D. and C.D. McLemore in 1900 (Mitchell County Deed Book 39, Page 51). The McLemores, in turn, had only acquired it six years earlier—in 1894—from J.R. Loven (Mitchell County Deed Book 31, Page 142). Loven may have acquired it only in 1891, when he purchased two 100-acre tracts in Grassy Creek Township from Sarah Loven (Mitchell County Deed Book 36, Page 303) and Elisa Loven (Mitchell County Deed Book 36, Page 304). The modest size of the barn's logs and its saddle notches, coupled with the rapid turnover of its farm prior to the advent of R.L. Hall, suggests that Hall was its builder.

R.L. Hall (1874-1953) died in 1953 just shy of his 80th birthday (Mitchell County Death Book 30, Page 10). He was followed in death six years later by his wife, Maggie Y. Hall (1880-1959), who is buried next to him at the nearby Mt. Zion Church Cemetery (Pyatte 1975). His heirs split the farm, which had grown to more than 78 acres, into multiple lots (Mitchell County Plat Book 2, Page 48). They deeded four of these lots—2, 4, 5, and 11—to the Halls' daughter, Frankie, in 1991 (Mitchell County Deed Book 231, Page 58) and 1994 (Mitchell County Deed Book 262, Page 211). Lot 2, on the south side of US19E, held the farmhouse (Resource #15 in Appendix A) and Lot 5, on the opposite side of the highway, the barn. Ms. Hall continues to occupy the farmhouse, which tax records assign the date of 1920, but which may in part be older. She sold the barn and its 9.67-acre lot to Mayland Community College in 2003 (Mitchell County Deed Book 369, Page 450).

According to Frankie Hall, the barn has been moved, always within the bounds of the farm, at least three or four times (Hall 2004). She remembers it standing in the fields east of the house in the early twentieth century. It was then shifted as the road was rebuilt. She recalls a crooked unpaved road running behind (north) of the current barn site, a later concrete version of that road, and the still later current path of the road, which she believes dates to about 1940. That last shift of the road necessitated the construction of a raised banked roadbed and the moving of the barn to its current location. Later alterations to the road cut the barn off from easy access to the remainder of the farm to the south.

R.L. Hall raised a variety of crops on his farm, including potatoes, corn, and beans. He also maintained dairy cows that he stabled in the barn, from which he added milk and butter to his agricultural production (Hall 2004).

According to Bill Arrowood, vice chairman of the Mayland Community College Board of Trustees, the college plans to use the property that the barn sits upon to create a new entranceway to the campus. The new road would follow a swale that runs on an angle from US 19E, just past the front of the barn, to the campus entrance road. The current entrance just across the county line in Avery is often backed up and is perceived as dangerous. Plans call for the demolition of the barn as part the project (Arrowood and Arrowood 2004).

Four-Crib Log Barns

The four-crib log barn form, which the Hall Barn initially utilized, may have originated in East Tennessee (Noble 1984:10-11). According to Noble, the form evolved from four independent cribs separated by a cross passage, to a transverse barn with a single central passage and six cribs. Photographs of Tennessee representatives of both forms are included in the "Digital Library of Appalachia" (<http://www.aca-dla.org/>). One, Log Structure 58, was converted to a transverse barn by the boarding-up of the gable end runway (Plate 13). Another, Log Structure 57, is depicted with its cross-passage plan intact (Plate 14).

According to architectural historian Bernard Herman (2004), two four-crib logs barns stand, or stood, in Mitchell County in Young's Cove in the late twentieth century (Herman 2004). Both were constructed of massive unbarked logs left in the round. (These were not readily apparent during a drive through the cove in November 2004.) Another Mitchell County four-crib log barn stands, for reasons unknown, in Greenville County, South Carolina. A plaque affixed to it claims that it was built in Mitchell County in 1825 of chestnut and, at the sills, locust (www.nass.usda.gov/sc/).

Other North Carolina mountain counties have (or had) four-crib and converted transverse log barns. At least two late nineteenth-/early twentieth-century examples were recorded in Cherokee County in 1984: the O'Dell Log Barn, near Boiling Springs, which retained its four-crib form; and the Arms Log Barn, which had been converted into a transverse crib plan (Williams 1984:35-37, inventory M:3 and M:7). At least two other early twentieth-century examples were recorded in Buncombe County in 1981. One was located in the Alexander community. The other, the Joe Spivey Barn near Georgetown, was a four-crib log barn converted to a transverse barn (Swaim 1981:61-62, 125 (Le:9), and 128 (Le:44)). A four-crib log barn once stood in Alleghany County at the Cheek-Truitt Farm (or Richard Cheek House) near the community of Gap Civil (Wyatt 2004; Sizemore 1983). Its four cribs, however, were not divided by a cross passage, but rather were grouped around a central floor for feeding stock.

A photograph of "Jim Carr's four-pen crosshall barn"—a four-crib log barn—is included in *Historic Buildings of the Smokies*. The book also references the Noah "Bud" Ogle barn on a Cherokee Orchard Road as an example of the type (Trout and Brown 1995:45-46). (The publication does not specify which county or counties these barns are located in and whether they stand in North Carolina or Tennessee.)

Two examples of four-crib log barns, both associated with the Stokes family and probably dating from the last quarter of the nineteenth century, are located in the vicinity of Gardnersville in Pitt

County in eastern North Carolina. The John W. Stokes barn is larger than, but otherwise quite similar to, the Hall barn in many ways. As noted in Scott Power's inventory of the county (Powers 1991:156), it originally had four single-crib units divided by cross-plan passages; an overarching frame gable roof with loft space for hay storage; top saddle-notched corner timbering; and skinned pole construction. Its side passages were later framed in to create two additional cribs and a single passage.

A few examples of the form survive in East Texas as well, according to the "Handbook of Texas Online: Log Architecture". However, due to the lack of photographs at the website, it is not possible to determine their precise configurations (<http://www.tsha.utexas.edu/>). A four-crib log barn reproduced at the Peter Burr Living History Farm in Jefferson County in West Virginia's Shenandoah Valley is reportedly based upon barns erected in the valley in the mid eighteenth century (http://www.preservehistory.org/peter_burr_living_history_farm.htm).

Description

The R.L. Hall Log Barn was built as a four-crib log barn with a cross passage separating the four individual cribs and a gabled roof tying the cribs and passages into a single unit (Plates 15 through 22). Subsequently it was converted into a transverse barn with a single passage running from gable to gable. Portions of the cross passage were framed-in, adding two cribs to the structure. To provide additional shelter for stock, and work and storage areas, the roof gables were extended at both sides and supported by skinned sapling posts. A similar shed-roofed space was created at the front (south) elevation as well. It shelters one intact manger; another manger or other storage structure has collapsed. Where it hasn't fallen away, horizontal and vertical board sheathing covers the exterior of the structure. The barn's principal and shed roofs are standing-seam metal.

The barn is almost square, measuring about 27'-2" across and 26'-8" deep (Figure 4). The four log cribs are about 9'-6" square, the central framed cribs are about 7'-8" square, and the center passage is about 8'-2" wide. The log cribs are formed of relatively small logs that range from about 6" to 8" in diameter (Plate 23). They are skinned and bottom saddle notched. They are unchinked, their gaps covered by the structure's exterior board sheathing.

Three cribs (or livestock pens or stalls) entered by wide wooden doors lead off of either side of the central passageway (Plates 24, 25, and 26). Some of these doors retain original or early wooden latches. Three of the cribs retain hollowed-out half-log troughs that once held feed for the barn's inhabitants (Plate 27). Small corner holes cut into the ceilings of the stalls allowed hay to be dropped into them from the loft above. An open wooden stair leads up to the hay loft from the back wall of the center-left crib. Common rafters joined at a ridge board support the roof. Moldering hay bales still cover much of the floor (Plate 28).

Due to the repeated moving of the barn and/or lack of maintenance, the structure has lost its bottom rows of logs, its log sills, and its original foundation supports. They have been replaced by frame, boards, and stacks of cinder blocks.

To the northeast rear of the barn stands a one-story, gable-front, frame outbuilding (Plate 29). Likely either a tractor or equipment shed, it has two wide front (south) doors, vertical-board siding, and a seam-metal roof.

Evaluation

The R.L. Hall Log House is believed to be individually eligible for National Register listing under Criterion C as a significant representative of a rare agricultural building type, the four-crib log barn. The barn is believed to retain sufficient integrity to support this eligibility, even though it has been moved and its bottom logs and foundation have been replaced. It has only been moved within the bounds of the farm with which it is historically associated and it retains its major elements of structure, form, and finish—log construction, cribs, frame infill, feeding troughs, crib doors—in spite of the loss of its base. The barn's period of significance is recommended as extending from 1903, its likely date of construction, to the 50-year (exceptional significance) cut-off date of 1955.

The barn is not believed to be eligible under any other of the Register's Criteria. It is not known to have been associated with any significant historical events, including agricultural events, and is therefore not recommended as eligible under Criterion A. It is cut off from the majority of the farmland it once served and its farmhouse by a high-banked modern road; its fields are no longer cultivated or used to feed livestock; its companion outbuildings, but for one, no longer stand. It stands as an individual agricultural building, not as a part of a farm, and on its own is not significant in the development of agriculture. The barn is not known to have been associated with any significant person and therefore is not recommended as eligible under Criterion B. It is unlikely to yield any information not readily available from other sources and therefore, in terms of its architectural history (archaeology is not addressed here), it is not recommended as eligible under Criterion D. The barn is also not believed to be eligible for National Register listing under Criterion C as part of any historic district. Almost all of the buildings once associated with it are gone and its immediate surroundings include the modern buildings of Mayland Community College.

Boundaries and Justification

The R.L. Hall Log Barn stands on a rectangular tract that encompasses 9.67 acres (Figure 5). This tract, which was historically part of the Hall farm, is recommended as the resource's National Register boundary, with the exception of any portions of the tract that extend into the right-of-way of NC 19E maintained by NCDOT. The tract, cleared at the south and wooded at the north, provides the barn with an appropriate rural setting and distinguishes it from surrounding resources, particularly the modern buildings of Mayland Community College to the east. The boundary excludes property historically associated with the farm to the east, west, and south. This property is no longer farmed, has been subdivided, and has lost the majority of its original buildings. Further, the property to the south is cut off from the barn by the high bank of US 19E. In short, these separated tracts no longer retain their original agricultural character and are not believed to contribute to the formal elements that make the barn eligible for National Register listing.

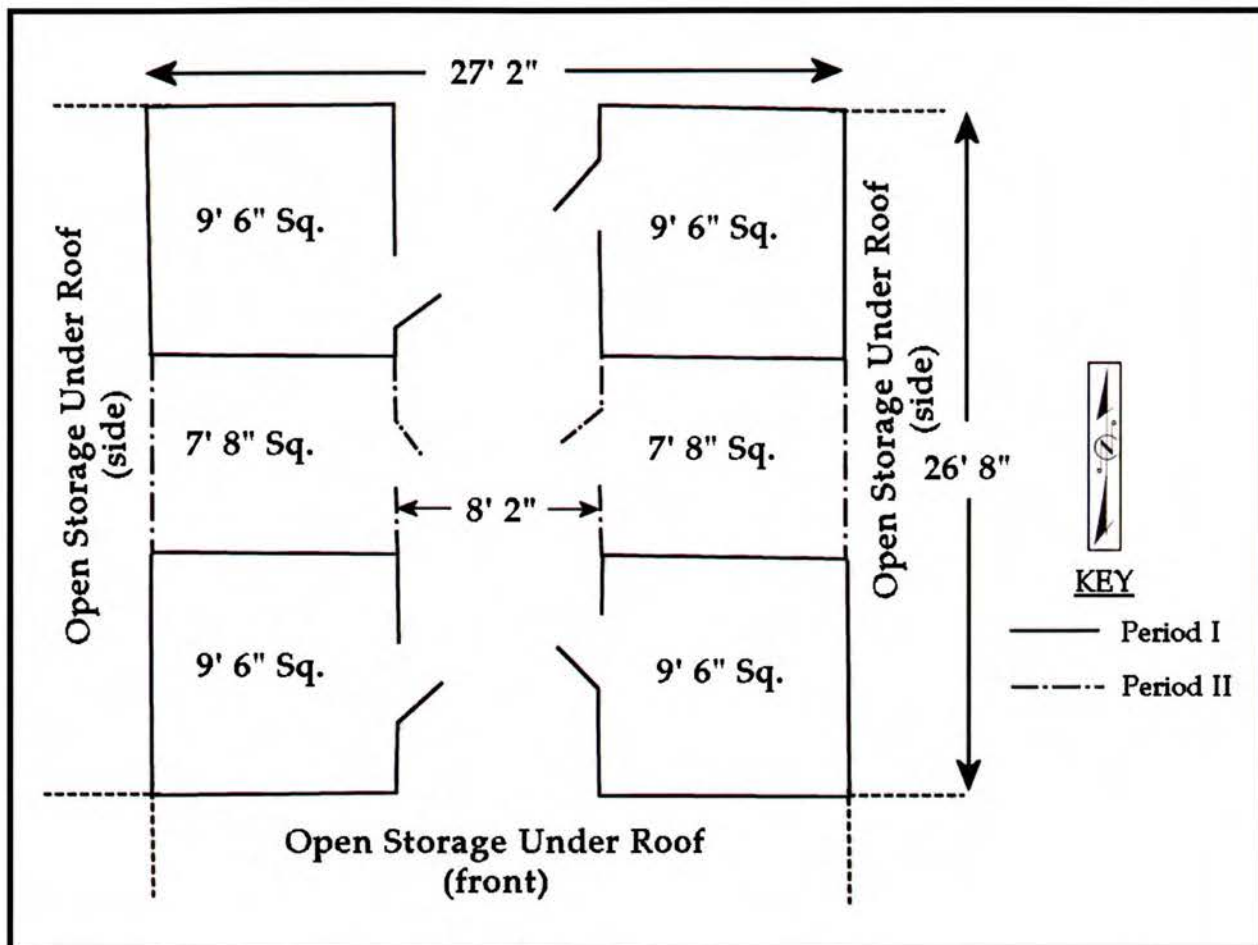


Figure 4: R.L. Hall Log Barn floor plan

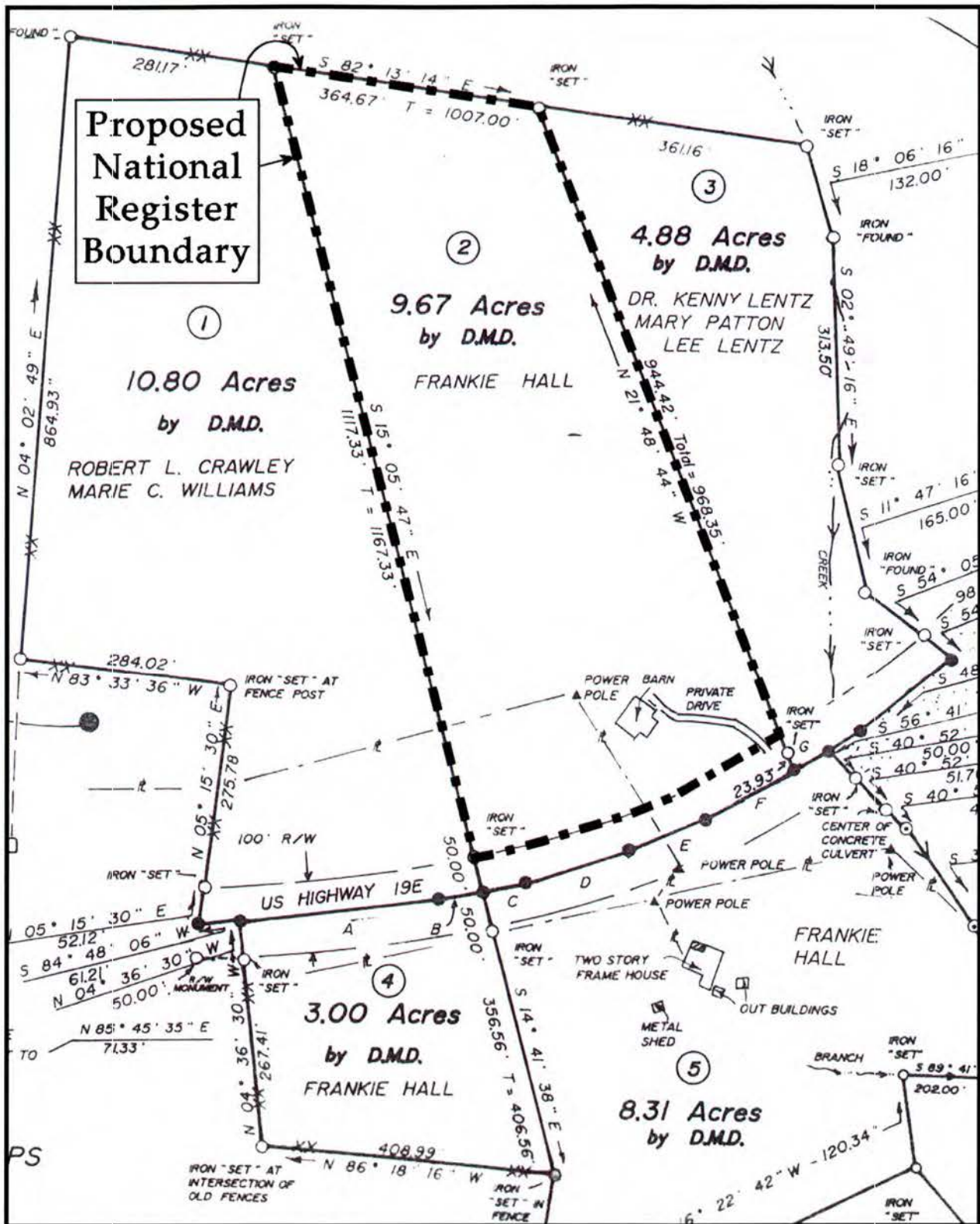


Figure 5: R.L. Hall Log Barn Proposed National Register Boundary Map (Source: Mitchell County Plat Book 2, Page 48 (1991))



Plate 13: Tennessee example of a four-crib log barn converted to a transverse passage barn (with entry at long rather than gable end) (Source: Digital Library of Appalachia: Log Structure 58)



Plate 14: Tennessee example of a four-crib log barn retaining original cross passageway (Source: Digital Library of Appalachia: Log Structure 57)



Plate 15: R.L. Hall Log Barn – south front elevation



Plate 16: R.L. Hall Log Barn – south front and east side elevations



Plate 17: R.L. Hall Log Barn – east side elevation; note frame infill between projecting ends of logs at right center



Plate 18: R.L. Hall Log Barn – east front elevation showing southeast log crib; note replacement of bottom logs and foundation with frame, boards, and cinder blocks



Plate 19: R.L. Hall Log Barn – transverse passage with southwest log crib/stall at left; note frame infill at center left near chair and also the altered base of the barn



Plate 20: R.L. Hall Log Barn – east front elevation showing southwest log crib/stall and manger; note replacement of bottom logs and foundation with frame, boards, and cinder blocks



Plate 21: R.L. Hall Log Barn – west side elevation with frame infill at right center



Plate 22: R.L. Hall Log Barn – west side and north rear elevations



Plate 23: R.L. Hall Log Barn – detail of bottom-saddle-notched logs



Plate 24: R.L. Hall Log Barn – looking north down transverse passage; note frame infill at right center



Plate 25: R.L. Hall Log Barn – transverse passage and entry to northeast log crib/stall



Plate 26: R.L. Hall Log Barn – detail of crib/stall door



Plate 27: R.L. Hall Log Barn – detail of hollowed log trough in crib/stall



Plate 28: R.L. Hall Log Barn – hay loft



Plate 29: R.L. Hall Log Barn – south front elevation of tractor shed; west elevation of barn at left

BEAM'S MOTEL AND RESTAURANT (#20)
Northwest corner of junction of SR 1191 (River Hall Road) and US 19E
Ingalls vicinity, Avery County

History

Beam's Motel and Restaurant is comprised of three individual buildings—a restaurant, a motel, and an office—and two imposing signs (one within and one beyond its boundaries) (Figure 6). The frame restaurant, which was the first of the complex's buildings, was erected as a bar and grill in 1937 by James Ramey Beam and his wife, Essie Ollis Beam. They operated the business on the first floor and lived above (Arrowood and Arrowood 2004; McKinney 2004). The Beams officially received title to the property in 1940, when they acquired its three parcels from Mrs. Beam's parents, S.D. and Cordie Ollis (Avery County Deed Book 36, Page 116). In the late 1940s, the Beams erected the concrete-block and brick-veneered motel and office (Arrowood and Arrowood 2004; McKinney 2004). In 1993 widow Essie Beam sold the enterprise and its three tracts—with a life estate reserved to herself—to Richard and Berenda Eng (Avery County Deed Book 252, Page 516; Avery County Plat Map Book 21, Page 57 (1984)). The motel continued to operate until recently and the restaurant, under the name Beam's Chinese-American Restaurant, did not close until 2004.

Description

Restaurant [A on Figure 6]

At the core of the building that until recently held the complex's restaurant is a straightforward frame structure, erected in 1937, that is largely concealed by numerous additions and alterations (Plate 30). It is two stories tall, rectangular, and topped by a long, asphalt-shingled, gable-front roof edged by exposed rafter ends. The first story of the front (east) elevation is obscured by a faux-pagoda, shake-covered entranceway and dining room extension (Plate 31). A full-façade second-story balcony and the edge of the front gable have also largely disappeared behind faux-Chinese aprons and fascia boards and the applied words "Chinese American Restaurant". (The oversized lettering of the last word is intended to evoke China as well.) Behind the chinoiserie, part of the second-floor elevation remains visible. It is crossed by large eight-over-eight sash windows and covered with German siding.

The restaurant's south side elevation is also obscured. A large, shed-roofed, shingle-clad dining room extension stretches to its south toward a small pond (Plates 32). The extension is lifted off of the ground, revealing the stone foundation of the building's partial raised basement. Numerous shed-roofed additions that hold kitchen and service functions have been extended to the building's rear (west) (Plate 33). They entirely cover the basement and first-story of this elevation, but eight-over-eight and six-over-six windows are visible at the second story. A flat roof hides most of the first-story of the north side elevation (Plate 34). The eight-over-eight sash and German siding of the elevation's second story, however, are clearly visible.

Office [B] and Signage [C]

To the front (east) of the restaurant is a large paved parking lot that holds two resources near its center (Plate 35). One is a tall metal and plastic sign, in a rectangular brick planter, that says “Beam’s Restaurant” in faux Chinese lettering and “Serving 5-9:30 P.M. Closed Monday’s” (Plate 36). The sign is less than 50 years old, but the planter appears to date from the late 1940s, when the office and motel were constructed. (A large additional sign for the complex stands on US 19E (Plate 37). Accented with Chinese motifs, it says, “Beam’s Chinese American Restaurant Motor Lodge, Friday Night Buffet, Open Year Round Tue. Thru Sat.”. This sign, less than 50 years old, is located beyond the boundaries of the resource, on property owned neither by Mrs. Beam nor the Engs.)

The other resource within the parking lot is a one-story, brick-veneered, concrete-block, former office, which was erected in the 1940s (Plate 38). A rectangular building with a high-hipped roof, it is served by tall, metal, casement windows. A small sign that says “Office” hangs at one corner, pointing toward the front doorway. The office is now vacant.

Motel [D]

The complex’s largest building—its late 1940s’ motel—stands across the parking lot to the north of the office and east of the restaurant (Plate 39). It is an expansive “U”-shaped building with brick-veneer cladding and a high-hipped roof that mirror the office (Plate 40). All of its units face into an interior courtyard formed by the arms of the “U”. Shaded by a portico supported by metal pipe posts that runs the interior length of the building, the units are served by a single entry and two or three sash windows (Plate 41). The portico, brick-veneer, and high-hipped roof combine to give the building a stripped-down Colonial Revival-style appearance. Although the motel is no longer rented, its landscaped courtyard is still well maintained, its shrubs and trees trimmed, its grass mowed (Plate 42). Even lounge chairs remain beneath the portico in front of most units and an empty Coke machine rests against one wall. The stuccoed back and side walls of the building are not maintained quite as well. In places the stucco has fallen away, revealing the building’s concrete-block structure (Plate 43).

Evaluation

Beam’s Motel and Restaurant complex is believed to be eligible for National Register listing under Criterion A in the area of entertainment and recreation. The complex of restaurant, office, motel, and planter/sign represent the growth of the tourism industry in the Blue Ridge Mountains and Toe River Valley in the 1930s and the late 1940s and 1950s. The original restaurant building was erected in 1937 on the heels of the construction of the Blue Ridge Parkway (which parallels US 19E a few miles to the east) to serve local residents and the wave of tourists brought to the region by the parkway. The motel, with its associated office and signage, was built to serve a second wave of tourists that flowed to the mountains following the end of World War II. In spite of the significant alterations to the restaurant, the complex is believed to retain sufficient integrity to support its significance under Criterion A. The complex’s period of significance is recommended as extending from 1937, the date of construction of its first building, to the 50-year (exceptional significance) cut-off date of 1955.

The complex is not believed to be National Register-eligible under any other of the Register’s Criteria. It is not known to have been associated with any significant person and therefore is not

recommended as eligible under Criterion B. It is unlikely to yield any information not readily available from other sources and therefore, in terms of its architectural history (archaeology is not addressed here), it is not recommended as eligible under Criterion D. Due to the many changes to the restaurant, the complex is not believed to have sufficient architectural integrity to support eligibility under Criterion C. Further, its straightforward buildings are not believed to be sufficiently architecturally notable to merit listing under this Criterion. Additionally, the complex is not recommended as National Register-eligible as part of any larger entity. It is largely isolated and is not part of any discernible historic district.

Boundaries and Justification

Beam's Motel and Restaurant complex stands on a mostly wooded three-tract parcel that encompasses approximately 68 acres (Figure 6). The complex occupies the eastern portion of Tract 3, the central tract of the property. Its recommended National Register boundaries are as follows. On the east, the recommended boundary follows the parcel line south from the northeastern corner of Tract 3 until it meets the right-of-way of SR 1191. It then follows the curve of that right-of-way to the southwest until meeting the southern bound of Tract 3. On the south, the recommended boundary follows the southern bound of Tract 3 approximately 350 feet to the west. On the west, the recommended boundary extends in a straight line, approximately 600 feet, from the southern to the northern bound of Tract 3. On the north, the recommended boundary follows the north bound of Tract 3 approximately 750' in a straight line to the east until meeting the starting point at the northeastern corner of the Tract. This boundary includes the restaurant, office, planter/sign, and motel; the pond which the principle restaurant addition overlooks; the paved parking area between the buildings; and more than 150 feet to the north rear of the motel and the west rear of the restaurant. It retains the relationship of the buildings to SR 1191, which was the main and only road when the complex was built. It excludes land to the south of SR 1191 opposite the complex that is not known to have been associated with the functions and use of the complex. It also excludes much larger wooded and open portions of the 68-acre property to the north, west, and south that were never associated with the functions and use of the complex.

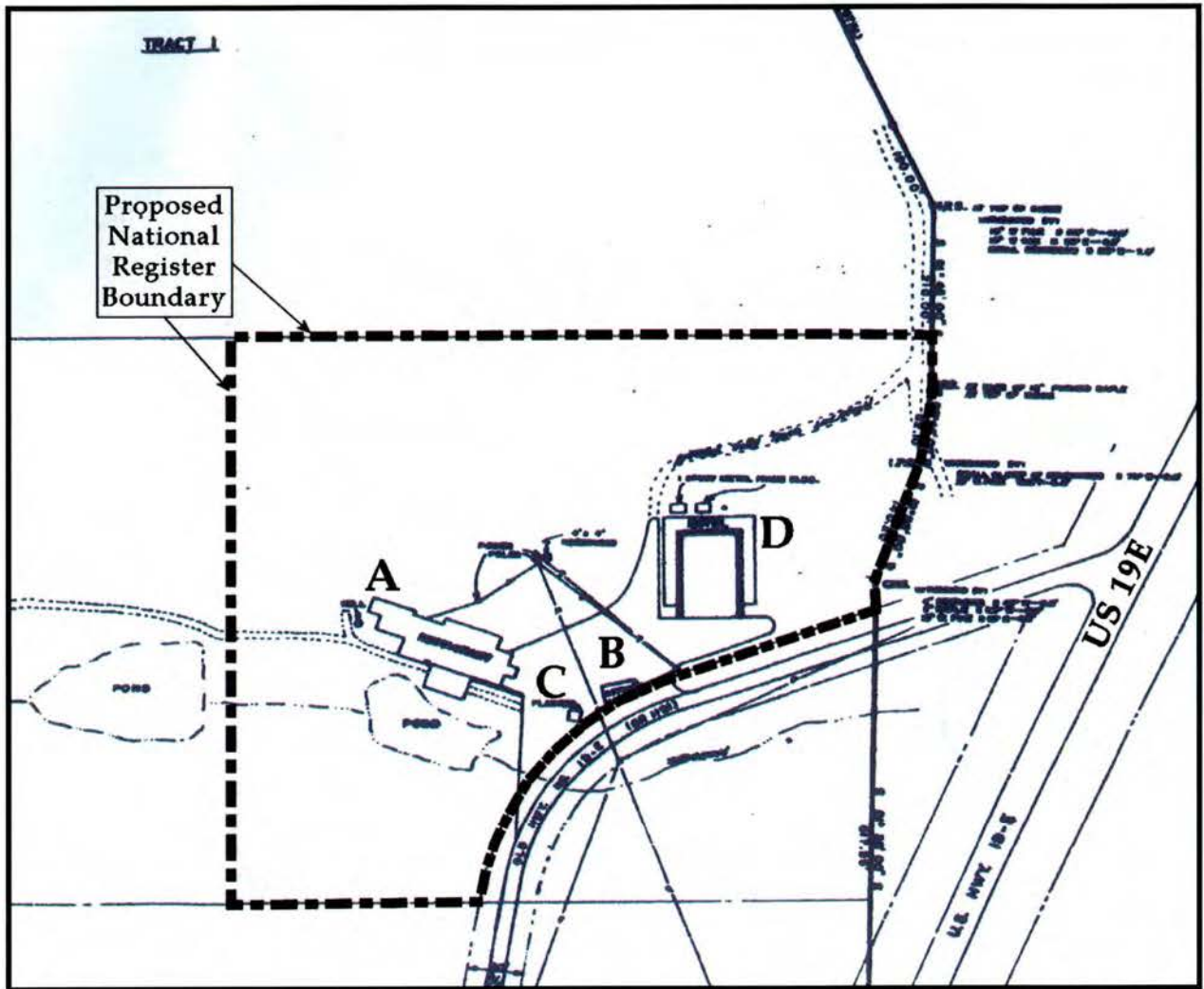


Figure 6: Beam's Motel and Restaurant Sketch and Proposed National Register Boundary Map (Source: Avery County Plat Book 21, Page 57 (1984))



Plate 30: Beam's Motel and Restaurant – east front and north side elevations of restaurant



Plate 31: Beam's Motel and Restaurant – east front elevation of restaurant



Plate 32: Beam's Motel and Restaurant – east front and south side elevations of restaurant



Plate 33: Beam's Motel and Restaurant – west rear and south side elevations of restaurant

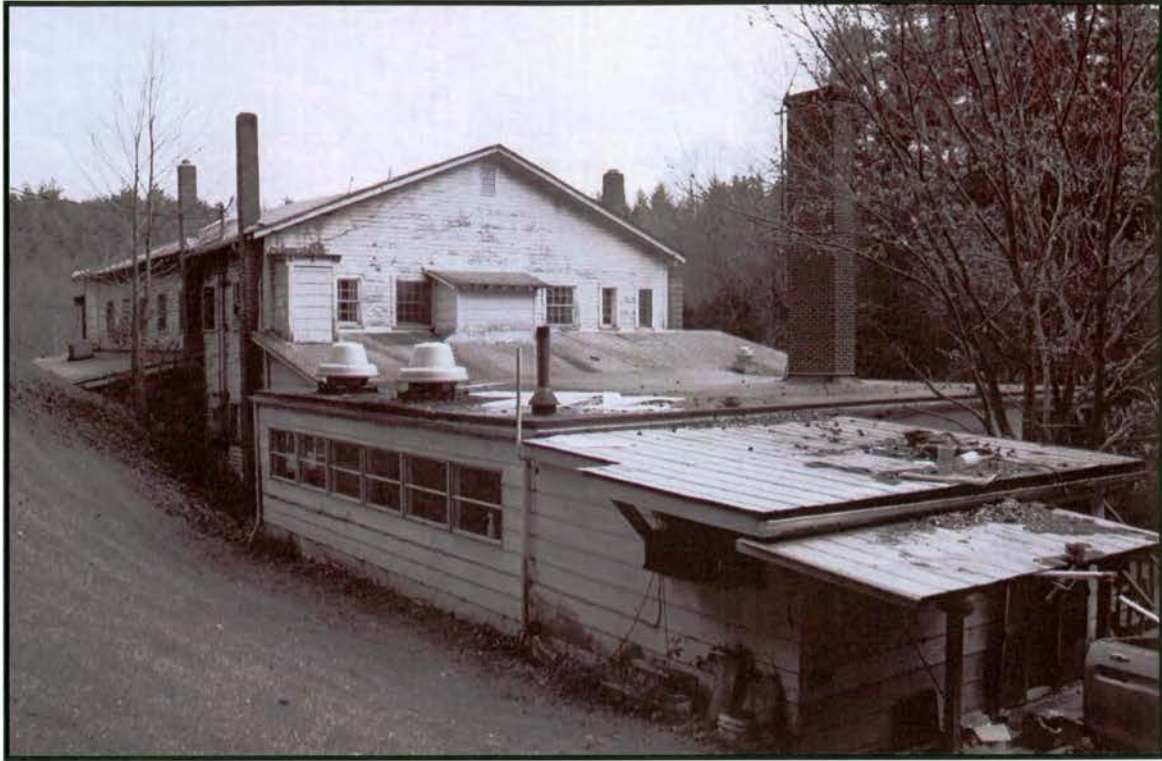


Plate 34: Beam's Motel and Restaurant – west rear and north side elevations of restaurant



Plate 35: Beam's Motel and Restaurant – looking east from restaurant toward motel at left, office at center, and planter with sign at right



Plate 36: Beam's Motel and Restaurant – looking northwest at planter with sign and restaurant in background



Plate 37: Beam's Motel and Restaurant – looking northeast at sign on US 19E (outside of proposed National Register boundary)



Plate 38: Beam's Motel and Restaurant – west side and south front elevations of office



Plate 39: Beam's Motel and Restaurant – looking west toward motel at right and restaurant at left



Plate 40: Beam's Motel and Restaurant – looking northeast at motel



Plate 41: Beam's Motel and Restaurant – looking east toward motel unit number 13



Plate 42: Beam's Motel and Restaurant – looking northeast at motel courtyard and units



Plate 43: Beam's Motel and Restaurant – looking east at side elevation of motel

SUNNY BROOK STORE (#22)
West side of US 19E, opposite junction with SR 1541 (Brushy Creek Road)
Ingalls vicinity, Avery County

History

J. Myron Houston erected this country store in 1937 (www.sunnybrookstore.com) following his acquisition of two small parcels of land from Robert L. and Lottie Wiseman (Avery County Deed Book 31, Page 175 (1936)) and Gent and Edna Turbyfill (Avery County Deed Book 31, Page 251 (1937)). The Wisemans, who owned the Sunnybrook Farm across the highway, were Houston's aunt and uncle. He may have also been distantly related to the Turbyfills (Bailey 1994:96, 191-192). In 1940 Myron married Ruth Greene of the Spear community just to the property's north. They lived in an apartment with a kitchen and general room in the back of the store and a large living room and bedrooms above. They also established a small hosiery mill in the store building, which Ruth financed with her own money following their engagement. They ran this enterprise for about 16 years (Avery County Bicentennial Commission 1976:113-114). In 1950 the couple built the small stuccoed dwelling just off the rear corner of the store. The store, house, and property have changed hands a few times, but only within the family. In 1988 the Houstons transferred the property to their daughter, Gloria Houston (Avery County Deed Book 195, Page 1170). Two years later she deeded half of her interest to her younger brother, Jerry Myron Houston (Avery County Deed Book 209, Page 105 (1990)). In spite of the deed transfers, Ruth Houston continues to occupy the house (Arrowood and Arrowood 2004; McKinney 2004).

Myron Houston was a well-known local figure. He serviced the nearby Avery County airport and with Ruth, who ran the store, welcomed many visitors to the area. He raised organic apples, fresh honey, chestnut trees, and landscape shrubbery, and taught vocational agriculture to returning World War II veterans. He was a musician who co-produced a local country music radio show and a researcher who studied the early history of the area (Avery County Bicentennial Commission 1976:113-114).

The historical and literary interests of the Houston family are apparent at the store's signage. Above the "Sunny Brook Store" sign is a large sign adorned with a book, parchment roll, quill, and ink bottle. The book's cover bears the message "Books new & used, magazines." Across its bottom is the later-added message "But No Candy, April 1992." The parchment reads "Books by Gloria Houston, Year of the Perfect Christmas Tree, My Brother Joey Died, Little Jim" and the added message "My great aunt Arizona, Dec. 1991." The messages witness the building's latest incarnation (in spite of the Coca Cola signs on either side of its nameplate) as a bookstore rather than a country market. "Year of the Perfect Christmas Tree" is the title of a highly-regarded children's book written by Gloria Houston. "Little Jim," "My Great-Aunt Arizona," "But No Candy," and "My Brother Joey Died" are the titles of other children's books written by her. "Littlejim" was her father's nickname.

The store is still opened on occasion by Ruth Houston (or "Miss Ruthie"). It has a website—www.sunnybrookstore.com—that sells Gloria Houston's books and other merchandise. A history of the store and community included on the website is worthy of quoting at some length.

The store was opened in 1937 with a party and dance held in the building before the stock of groceries, shoes, and farm implements arrived. Local musicians played for dancing, and Orange Crush and grape sodas were served.

When the store reopened as a book store and museum in 1988...Littlejim [J. Myron Houston] and a band led by one of Gloria's elementary school classmates, played for the party. When Ruthie and Littlejim celebrated their 50th wedding anniversary in 1990, the party was repeated...[but] the dance was not repeated for either of the later parties because Littlejim thought the store was no longer sturdy enough to allow the vibrations.

When the store opened, it was a general store, selling everything needed by clientele in the area, groceries, gasoline, feed for livestock, farm implements, clothing, and other items. It was located on US Highway 19E, a major north-south thoroughfare prior to the building of interstate highways.

The local community was made up of farms and other rural businesses, including cottages for rental to summer residents from Florida and boarding houses for visitors from many cities, until 1939 when German, Polish, and Czech experts arrived to help set up a porcelain processing plant for the local clays (kaolin) used in fine china and porcelain. African Americans, mainly from the Beech Bottom community, which had always been an integrated community, were regular customers at the store and suppliers of local produce. Travelers along the highway from all points north and south stopped at the store for supplies, so the store was truly a part of a multicultural community.

The store was a community gathering place. Local students gathered each morning to catch the school buses, which did not run on unpaved roads, and waited at the store for their parents to pick them up in the afternoon. With one of the first radios in the community, it was a gathering place during World War II and the Korean War for many who came each evening to hear the war news. On cold winter days when outside work could not be done, local farmers gathered around the big stove that heated the store to discuss politics and spin yarns. Many teenagers met their dates at the store in the evening to drink a soda together and dance to music from the radio.

In the mid 1950s the store was updated, but soon became an "anachronism". In the 1960s and 1970s it operated as a convenience store that sold gasoline and other items. During the 1980s Gloria Houston hatched the idea of using the store to sell her books. The store's merchandise was removed and, to make the enterprise look more like a bookstore, her father shifted his large collection of books and magazines from the house to store shelves. As Gloria has published new books, the store has been the scene of book signing parties. Myron Houston died in 1993, but Ms. Ruthie still maintains the store building. Even when shuttered, it sells books and other related merchandise over its website.

Description

Three buildings comprise this small crossroads complex—a store, a house, and a garage/shed (Figure 7) (Plate 44). The complex's principal building, the store, is two stories tall, frame, and clad in weatherboards. The building's limited adornment is concentrated at its front (east)

elevation (Plate 45). The first story of this elevation is largely opened up by an expanse of windows. Its centered recessed entry is flanked by canted walls filled by six-over-six sash (Plate 46). To either side of the recess are pairs of one-over-one sash. Above the entry is a long sign that, between Coca Cola signs, bears the name "Sunny Brook Store". Another sign, at the center of the second story, bears a book and parchment and the names of Gloria Houston's children's books. It likely covers a window similar to the single sash windows set in the wall to either side of it. The hint of a parapet wall, edged by five plain brackets, rises at the elevation's eaves. It hides the building's slightly sloping shed roof. The store's inside was not accessible, but a view through a window showed an early glass display counter, shelves, beaded-board siding, decorations based on images from Gloria Houston's books, an old ice cream cooler, and rows of books (Plate 47).

The other three elevations of the store are plainly finished. The north and side elevations are marked simply by sash windows, some six-over-six, others three-over-one. The west rear elevation has been stripped of its weatherboards, exposing the sheathing board beneath (Plates 48, 49, and 52).

Immediately off of the northwestern corner of the store is the house (#22 at Appendix B) the Houstons built in 1950. It is a small, multi-gabled, stuccoed structure with a reduced-height second story. Its windows, paired at most elevations, are three-over-one-sash (Plate 50). Two gables mark its front (east) elevation. Tapered wooden posts on concrete piers edge the recessed porch that crosses most of this elevation (Plates 51 and 52). Twin gables also mark the west rear elevation. A tiny, flat-roofed, concrete-walled shed that has lost most of its stucco sheathing extends off the rear of the north side elevation (Plate 53).

North of the store and house stands a frame, board- and asphalt-sided, shed-roofed, banked outbuilding that rises, at the edge of the road, on a cinder-block foundation (Plate 54). Its west rear and part of its north side elevation are sided, as are many mountain outbuildings, with flush boards laid on the diagonal (Plate 55). The building, which may date in part to 1937, has been added to and altered over the years.

Evaluation

The Sunny Brook Store is believed to be eligible for National Register listing under Criterion A in the area of community development and under Criterion C for its representative rural store architecture. Erected in 1937, Sunny Brook is an intact representative of a country store and, more generally, rural commercial activity in Avery County during the 1930s, 1940s, and 1950s. Little altered, it retains all of its elements of integrity. The resource's period of significance is recommended as extending from 1937, the date of construction of the store, to the 50-year (exceptional significance) cut-off date of 1955. In addition to the store, the resource includes within its boundaries the 1950 residence and the ca. 1937 garage/shed that have been historically associated with the store.

The resource is not believed to be National Register-eligible under any other of the Register's Criteria. J. Myron and Ruth Greene Houston were individuals of some local note, but do not meet the standards of significant persons as outlined by the Register under Criterion B. The resource is therefore not believed to be eligible under this Criterion. The resource is unlikely to yield any information not readily available from other sources and therefore, in terms of its architectural history (archaeology is not addressed here), it is not recommended as eligible under Criterion D. The resource is not recommended as National-Register eligible as part of any larger

entity under Criterion C. The majority of the resources to its north, east, and south along US 19E were constructed in the late twentieth century.

Boundaries and Justification

The Sunny Brook Store stands on a small, triangular, 1.22-acre parcel on the west side of US 19E with which it has been associated since the store was constructed in 1937 (Figure 7). This entire parcel—PIN number 181100144364—is recommended as the National Register boundaries, with the exclusion of the NCDOT-maintained right-of-way of US 19E at its eastern border. The proposed boundary contains the store and also the house and outbuilding that have been historically associated with it.

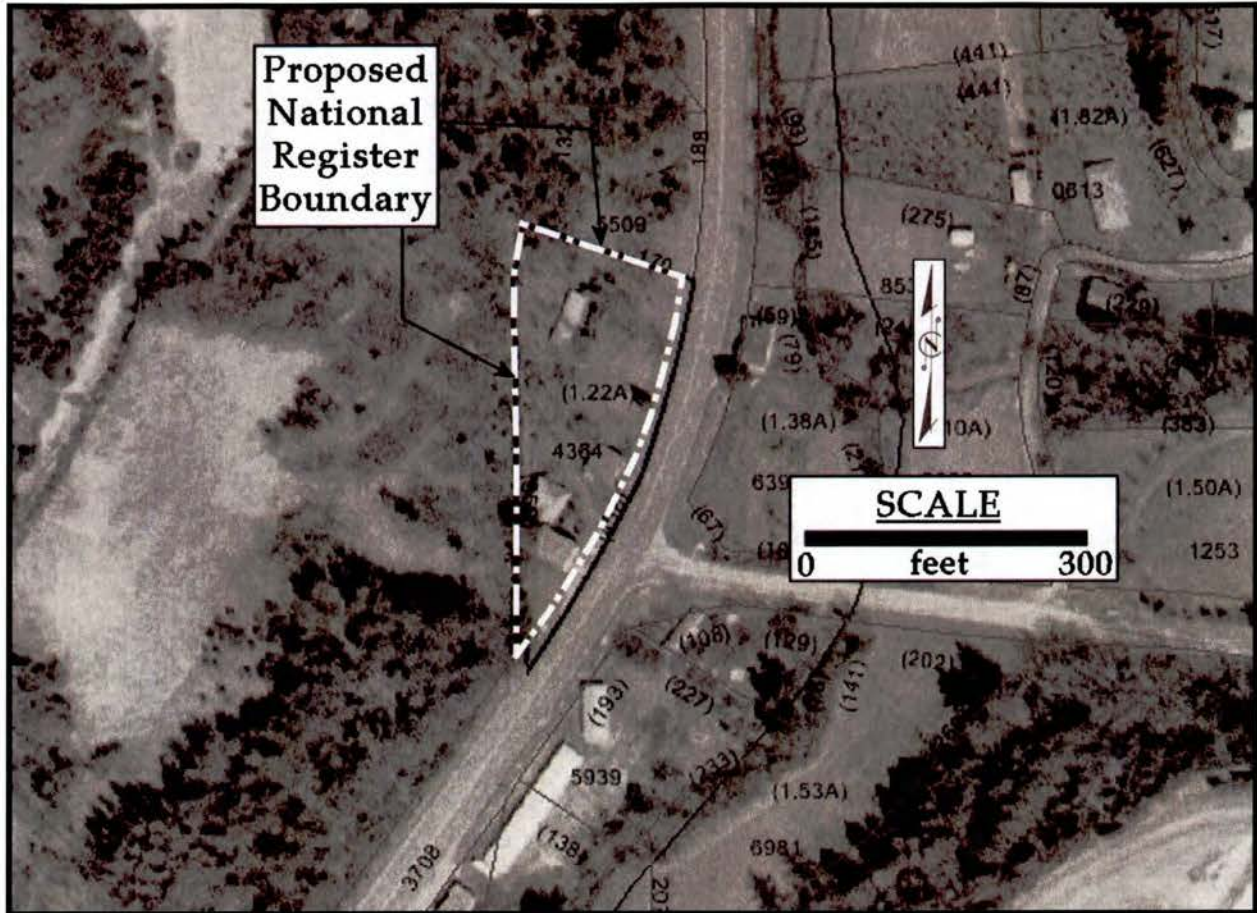


Figure 7: Sunny Brook Store Sketch and Proposed National Register Boundary Map (Source: Avery County Tax Map)



Plate 44: Sunny Brook Store – looking west toward store at left, house tucked behind trees at center left, and garage/shed at right



Plate 45: Sunny Brook Store – east front elevation of store

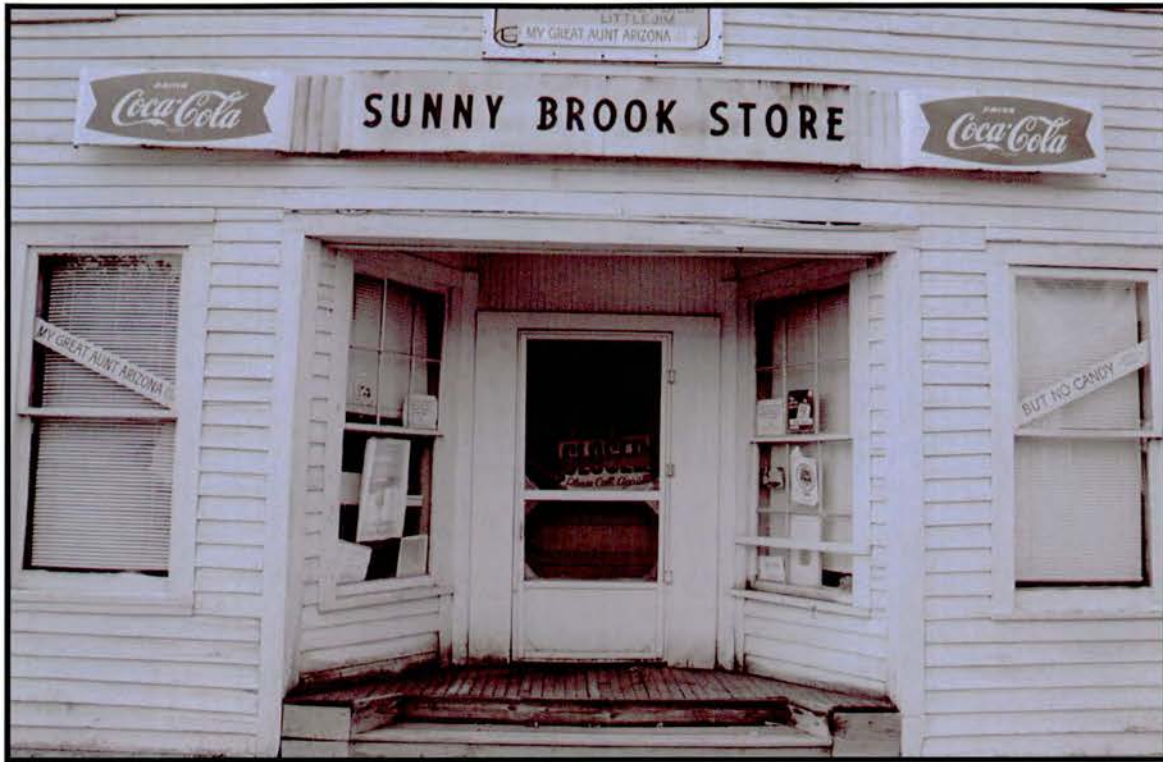


Plate 46: Sunny Brook Store – east front elevation of store



Plate 47: Sunny Brook Store – interior of store



Plate 48: Sunny Brook Store – north side and east front elevations of store



Plate 49: Sunny Brook Store – looking northwest at south side and east front elevations of store; garage/shed at right



Plate 50: Sunny Brook Store – north side and east front elevations of house



Plate 51: Sunny Brook Store – porch and east front elevation of house



Plate 52: Sunny Brook Store – looking north at south side elevation of house and west rear elevation of store



Plate 53: Sunny Brook Store – west rear and north side elevations of house



Plate 54: Sunny Brook Store – looking northwest at garage/shed

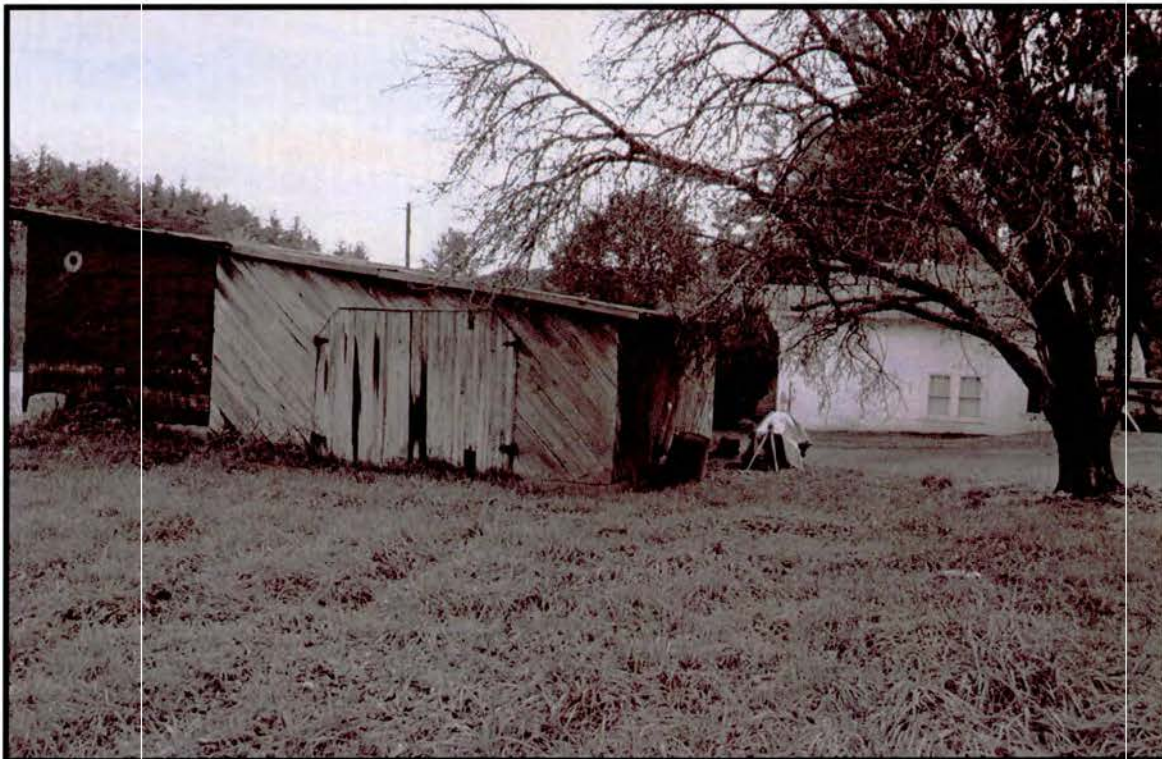


Plate 55: Sunny Brook Store – looking south at north elevations of garage/shed and house

Resources Recommended Not Eligible for National Register Listing

**CARL AND MARY ARROWOOD HOUSE (#11)
West side of US 19E, just south of junction with SR 1131 (Ridge Road)
8019 US 19E Highway
Kalmia vicinity, Mitchell County**

History

This large former residence was erected in 1949 by Carl F. and Mary Loven Arrowood (Arrowood and Arrowood 2004). Carl Arrowood had purchased the 18.9-acre tract upon which he raised the house three years earlier from the Kaolin Land Corporation (Mitchell County Deed Book 105, page 357 (1946)). In 1994 William E. "Bill" Arrowood, the executor of the estate of his mother, Mary L. Arrowood, sold the house and 14.94 acres of land to George Badger Underwood III and his wife, Read Marie Underwood (Mitchell County Deed Book 255, Page 760). The Underwoods utilized the house as an office for their welding company services, which include the 28,000 square-foot service garage they operate to its rear, for ten years. In 2004 they converted it into medical offices and it is now home to Dr. David B. Robinson and his Blue Ridge General Surgery, Inc. practice (Arrowood and Arrowood 2004).

Description

Concrete block covered with red brick forms the one-and-half-story tall former Arrowood House. A long, story-and-a-half, hipped-roof block rises at the house's center (Plate 56). The first story of the block's front (south) elevation is five bays wide: a round-headed entry is centered between pairs of floor-to-ceiling eight-over-twelve windows. A porch supported by decorative metal posts and balusters shades these bays. Three dormers are centered on the half story above. Like the entry, these dormers were originally round-headed. In late 2004, however, they were replaced by new gabled dormers (Plate 57). Extending from the corners of the central block, giving the house an H-shaped footprint, are four small, one-story, hip-roofed wings that close in the front and rear porches (Plate 58). The porch at the rear (north) elevation has been much altered through the 2004 addition of a glassed vestibule and an extended hip-roofed portico (Plate 59). These additions to the rear create a more protected entry for medical patients, who park in the paved lot to the rear. Another principal change to the structure in 2004 was the replacement of its asphalt-shingled roof by a heavy, seamed, metal roof. Two large, interior, corbelled chimneys, however, remain intact.

The house has a long profile on the hill it occupies overlooking US 19E (Plates 60 and 61). To its west, attached by a covered walkway, is a two-car, brick-veneered, hip-roofed garage that looks much like the house's one-story wings (Plate 62). West of it is a second, similarly shaped, freestanding garage (Plate 63). New metal roofs cover both structures.

Evaluation

The former Carl and Mary Arrowood House is not believed to be eligible for National Register listing under any of the Register's Criteria. It has no known associations with historical events or significant persons and is therefore not believed to be eligible under Criteria A or B. It is unlikely to yield any information not readily available from other sources and therefore, in terms of its architectural history (archaeology is not addressed here), it is not recommended as eligible under Criterion D. As the majority of resources located near it date from the last third of the twentieth century, it is also not recommended as National Register-eligible as part of any historic district under Criterion C. Finally, due to its many significant alterations—replaced front dormers; metal rather than asphalt roof; new rear vestibule and portico—it is not believed to retain sufficient integrity to support individual eligibility under Criterion C.



Plate 56: Carl and Mary Arrowood House – south front elevation in November 2004



Plate 57: Carl and Mary Arrowood House – south front elevation in October 2004; note original dormers and asphalt-shingled roof



Plate 58: Carl and Mary Arrowood House – west side and north rear elevations in October 2004



Plate 59: Carl and Mary Arrowood House –north rear elevation in November 2004; note construction of new roof and rear entryway



Plate 60: Carl and Mary Arrowood House – looking southwest across US 19E at house at left, covered walkway and garage at center, and detached garage at right in October 2004



Plate 61: Carl and Mary Arrowood House – looking southwest across US 19E at house at left, covered walkway and garage at center, and detached garage at right in November 2004



Plate 62: Carl and Mary Arrowood House –looking northwest toward rear of attached garage and walkway at left, and west side elevation of house at right, in November 2004



Plate 63: Carl and Mary Arrowood House –looking northeast at freestanding garage in November 2004

HOMER AND GOLDA GRINDSTAFF HOUSE (#14)
West side of US 19E, just north of junction with SR 1131 (Ridge Road)
Kalmia vicinity, Mitchell County

History

The 1935 date assigned to this house by Mitchell County tax records conforms with its appearance and what is remembered of the lives of its builders, Homer and Golda Rutledge Grindstaff (Arrowood and Arrowood 2004). Homer Grindstaff predeceased his wife, Golda, who was a local social worker. After the death of Golda Grindstaff (1909-1972) in 1972 (Mitchell County Death Certificate Book 40, Page 124A), her estate, which included this house, went through a lengthy period of probate. In 1980, however, the house and three tracts of land passed to the Grindstaffs' daughter, Gay, and her husband, William Hayden Duncan, Sr. (Mitchell County Deed Book 171, Page 162; Clerk of Court Record No. 72-E-30; Special Proceedings Record No. 80-SP-32). The Duncans sold the house and its lot to Carroll R. and Hazel M. Forbes two years later (Mitchell County Deed Book 172, Page 623 (1982)). In 1994 the Forbeses in turn sold the house and its four-acre lot to Read Marie and George Badger Underwood III, who continue to own it (Mitchell County Deed Book 257, Page 579; see also Mitchell County Deed Book 321, Page 368 (2000)). They do not occupy the house, but rather lease it to tenants. The house currently occupies a 2.09-acre lot.

Description

This small, one-story, gable-front, frame house looks much like many other Craftsman-influenced dwellings erected in Avery County and the region in the 1930s (Plates 64, 65, and 66). It is modestly sized, containing just over 1,200 square feet according to tax records. It has double-hung, four-over-two sash windows, asphalt roof shingles, and German siding. Triangular and rectangular knee braces accent its front and rear gables and the gables of its wraparound porch. A small gabled ell, half of which is screened as a porch or mud room, extends to its north rear.

The house's most notable feature is the biotite or black mica stonework of its front gable and porch (Plates 67, 68, and 69). This local stone accents many houses and other buildings in the Toe River Valley. (Occasionally it covers entire buildings, such as the Gunter Building (early 1930s), Central Baptist Church (ca. 1935) and the Crystal Palace apartment building (1937) in Spruce Pine (Bishir, Southern, and Martin 1999:234) and the E.W. and Dollie Huskins House (early 1930s) east of Spruce Pine on US 19E (URS Corporation 2004:20)). The stone is laid in small, smooth, random sheets on the front (south) gable of the house and the front and side (east) gables of the porch. Larger slabs accent the walls, stairs, and piers of the porch. Wooden rather than stone columns likely once served the porch, which is now edged by open, decorative, metal posts.

Evaluation

The Homer and Golda Rutledge Grindstaff House is not believed to be eligible for National Register listing under any of the Register's Criteria. It has no known associations with historical

events or significant persons and is therefore not believed to be eligible under Criteria A or B. It is unlikely to yield any information not readily available from other sources and therefore, in terms of its architectural history (archaeology is not addressed here), it is not recommended as eligible under Criterion D. As the majority of resources located near it date from the last third of the twentieth century, it is also not recommended as National Register-eligible as part of any historic district under Criterion C. Finally, it is not believed to be of sufficient architectural note to merit individual eligibility under Criterion C. There are many other residences in Avery County and the Toe River Valley that have a similar appearance and form and its limited use of local stone does not set it off as architecturally notable.

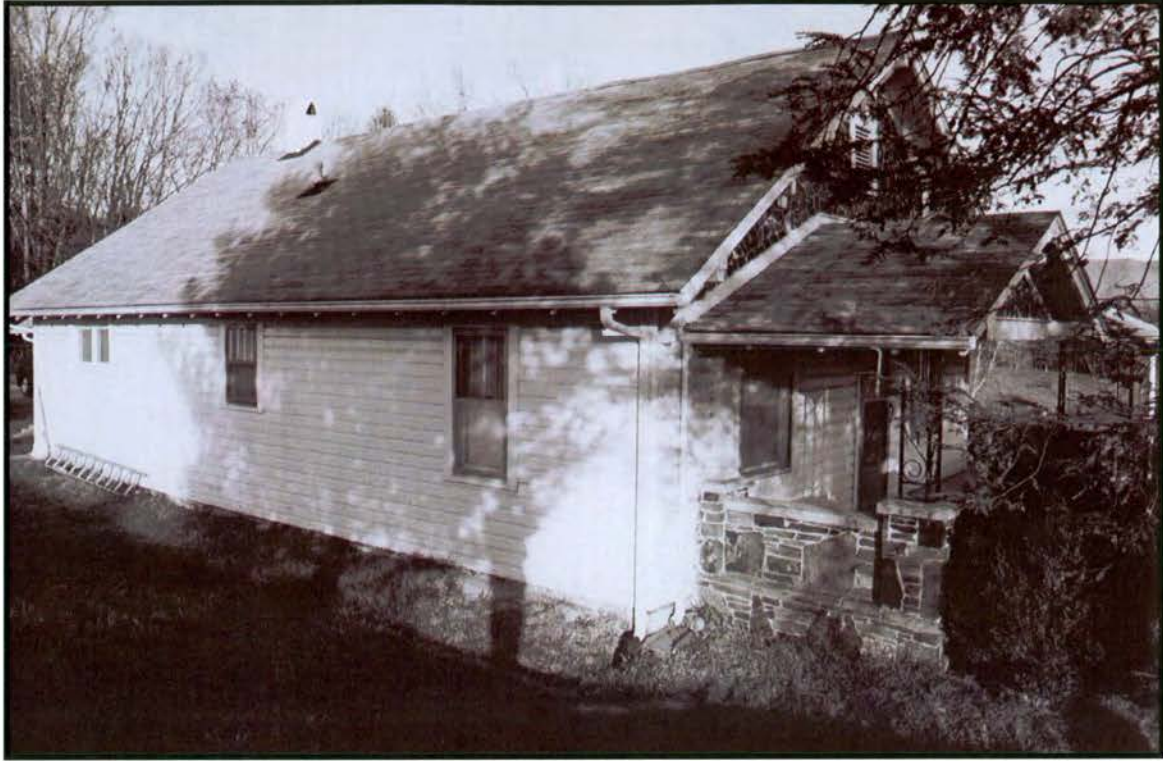


Plate 64: Homer and Golda Rutledge Grindstaff House – south front and west side elevations



Plate 65: Homer and Golda Rutledge Grindstaff House – north rear and west side elevations



Plate 66: Homer and Golda Rutledge Grindstaff House – east side and north rear elevations



Plate 67: Homer and Golda Rutledge Grindstaff House – east side elevation; note stonework of porch and gable



Plate 68: Homer and Golda Rutledge Grindstaff House – south front elevation



Plate 69: Homer and Golda Rutledge Grindstaff House – south front elevation; note stonework of porch and gable

SUNNYBROOK FARMHOUSE (#21)
East side of US 19E, 0.1 mile north of junction with SR 1103 (Bent Road),
Ingalls vicinity, Avery County

History

This house was likely built during the last third of the nineteenth century by Jesse R. Greene and his wife, Helen Wiseman Greene (Avery County Historical Society 1986:69). It is commonly known locally, however, not by the name of Greene, but as the Sunnybrook Farmhouse or the Robert L. Wiseman House, after a longtime early twentieth-century resident. The house's property, now reduced to two-and-a-half acres, was once part of the holdings of early area settler William Wiseman (Vineyard and Wiseman 1997:15-18). The land remained in family hands from the early nineteenth through the mid twentieth century.

William Wiseman, Sr., who was born in England in 1736 and had relocated to Virginia by 1759, acquired the Sunnybrook Farm property in the early nineteenth century. Following his death in 1830 (or 1823), the property passed to his son, Alexander Wiseman. Alexander, in turn, passed it on to his son, Josiah Wiseman. Josiah, or Uncle Fate as he was known, was Helen Wiseman Greene's brother (Vineyard and Wiseman 1997:18, 29; Avery County Historical Society 1986:69; Wiseman 1991:13). In 1925 Robert L. Wiseman, Josiah's son and the Greens' nephew, officially acquired the property following a mortgage default and subsequent public auction. By that year however, according to the deed, he already occupied the farmhouse (Avery County Deed Book 19, Page 345 (1925)).

Robert L. Wiseman, with whom the property is generally most closely associated, was well known locally as a surveyor and amateur historian (Avery County Historical Society 1986:69). Robert (1868-1950) died in 1950 and three years later his widow, Lottie Ollis Wiseman, sold the house and five-and-three-quarters acres of land to S.L. and Jewel Dean Phillips for \$2,000. Along with the house and land, the sale included all of the "fixtures, appliances, furniture, and household goods" within and without the house, excluding Mrs. Wiseman's "personal clothing, accessories and luggage and one comforter as she selects." She did not completely let go of the homestead, however, for she retained "the right and privilege of returning at intervals of her own selection to the premises...as a member of the family [of the buyers]..." (Avery County Deed Book 49, Page 580 (1953)). The relationship of the Phillipses and Lottie Wiseman is not clear; Lottie and Robert had no children (Anonymous 1967:84).

In 1956 the Phillipses sold the property to Henry R. and Nellie B. Buchanan (Avery County Deed Book 45, Page 663). In 1973 Mrs. Buchanan, then a widow, sold it to Ruby Buchanan Tudor of Spruce Pine (Avery County Deed Book 88, Page 428). The current owner of the house and its reduced two-and-a-half-acre tract is Dennis A. Woody, who purchased it from Mrs. Tudor in 1991 (Avery County Deed Book 224, Page 446).

Description

The Sunnybrook Farmhouse is, at its core, a plain, two-story, T-shaped, frame structure (Plates 70, 71, and 72). The airy wraparound porch at its west front and north and south side elevations, and the one-story shed-roofed additions at its porch and east rear, however, give it a more spacious and decorated appearance (Plates 73 and 74). The main block of the house, the porch,

and the shed room at the porch's end are raised on fieldstone foundations. Cinder blocks support the shed-roofed ell, which appears to have been added in the mid or late twentieth century. A variety of siding sheaths the house. Flush boards face the wall plane of the front entry. The projecting front bay is covered with ceiling board and German siding. German siding and weatherboards sheath the north side elevation. And the east rear and south side elevations are weatherboarded. The fenestration is also varied. Two-over-two sash windows that might be original, along with later-added one-over-one windows, mark the front elevation. The side and rear elevations have two-over-two and later four-over-four sash. The narrow, exterior, front chimney stack also appears to be a later addition. An interior chimney is greatly truncated or a replacement as well. The house's seam-metal gabled and shed roofs are, again, later replacements. (Access could not be had to the interior during either the reconnaissance- or intensive-level field visits. Curtains were drawn preventing views of the interior from the outside. The house does, however, appear to be occupied.)

In spite of its many alterations, the house retains one grand feature, its porch (Plates 75 and 76). The porch is unusually large, shading the first-story front and side elevations and extending up to a second story at the front. While the upper tier of the porch has replacement posts and is enclosed at the side by later-inserted windows, the first-story retains 14 striking early or original posts. Boxed-in at their bases, the posts are octagonal in profile. Near their tops they chamfer out into square capitals.

One outbuilding—a modern, wooden, shed-roofed shed—stands to the northeast rear of the house (Plate 77). Between this shed and the house is the chimney and foundation of a former outbuilding (Plates 75 and 78).

Evaluation

The Sunnybrook Farmhouse is not believed to be eligible for National Register listing under any of the Register's Criteria. It has no known associations with historical events or significant persons and is therefore not believed to be eligible under Criteria A or B. It is unlikely to yield any information not readily available from other sources and therefore, in terms of its architectural history (archaeology is not addressed here), it is not recommended as eligible under Criterion D. As the majority of resources located near it date from the last third of the twentieth century, it is also not recommended as National Register-eligible as part of any historic district under Criterion C. Finally, its exceptional porch posts do not counterbalance its replacement sash, windows, roofs, and chimneys, and it is not believed to retain sufficient integrity to support individual eligibility under Criterion C.



Plate 70: Sunnybrook Farmhouse – south side and west front elevations



Plate 71: Sunnybrook Farmhouse – west front elevation from edge of US 19E



Plate 72: Sunnybrook Farmhouse – north side and west front elevations



Plate 73: Sunnybrook Farmhouse – north side and east rear elevations; foundation and chimney of former outbuilding in foreground



Plate 74: Sunnybrook Farmhouse – east rear elevation



Plate 75: Sunnybrook Farmhouse – looking northeast at front porch; note German siding at left, ceiling board at left center, and flush boards at plane of entry; also note modern one-over-one sash

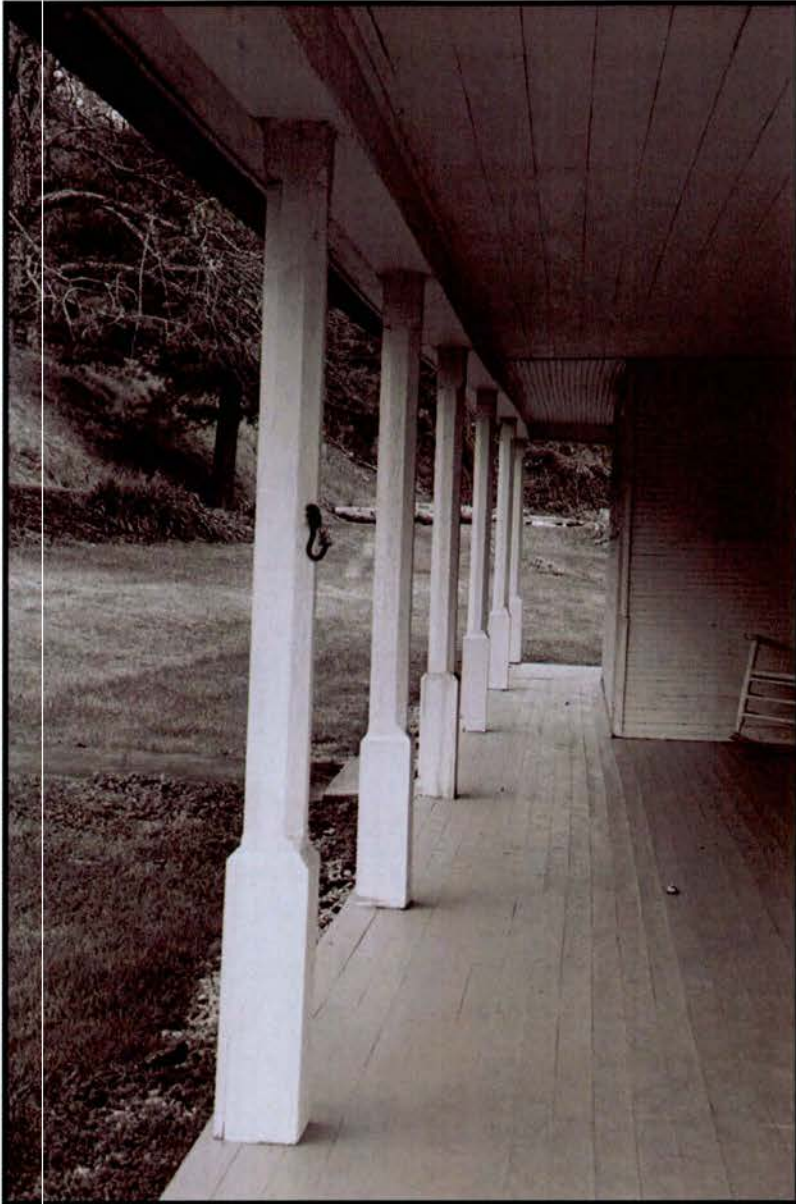


Plate 76: Sunnybrook Farmhouse – looking west along front of porch; note chamfered octagonal posts

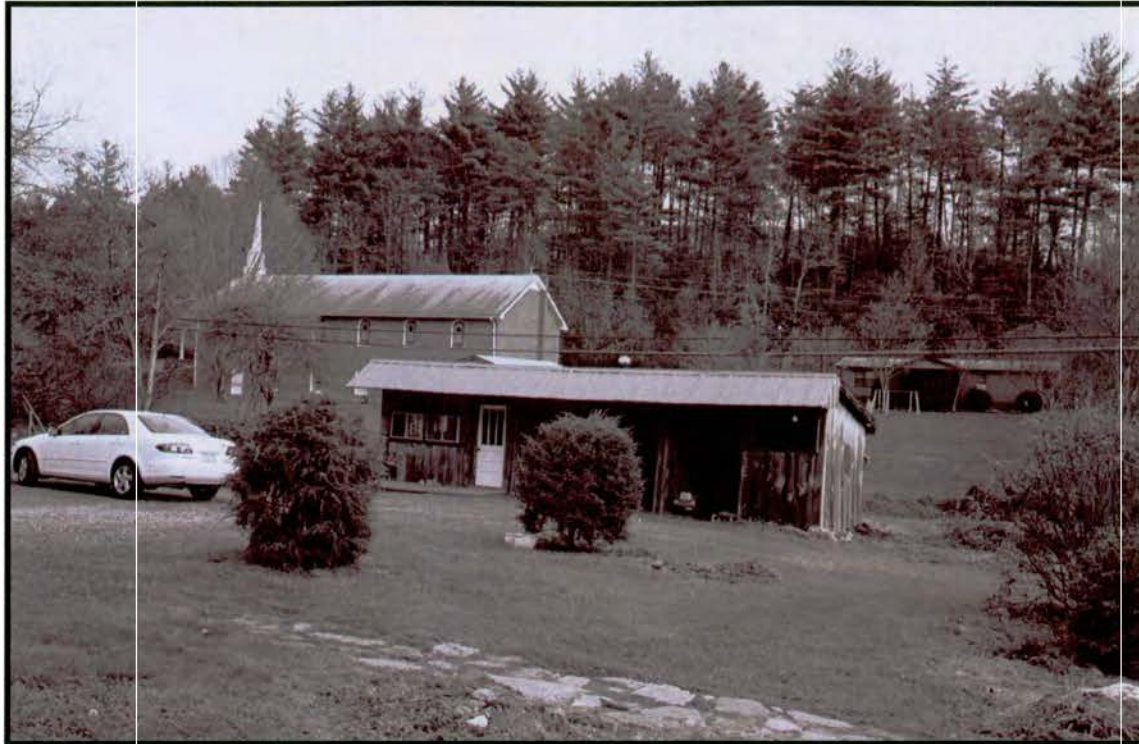


Plate 77: Sunnybrook Farmhouse – looking northeast from rear of house toward later outbuilding and modern church



Plate 78: Sunnybrook Farmhouse – looking southwest from church toward outbuilding at right, house at center, and chimney of former outbuilding at left center

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APPENDICES

APPENDIX A - Phase I (Reconnaissance) Historic Architectural Survey Report

APPENDIX B - Concurrence Form for Properties Not Eligible for the NRHP

**PHASE I (RECONNAISSANCE)
HISTORIC ARCHITECTURAL SURVEY
OF
US 19E FROM THE MULTI-LANE SECTION EAST OF
SPRUCE PINE TO SR 1106 INTERSECTION,
MITCHELL AND AVERY COUNTIES, NORTH CAROLINA
TIP NO. R-2520A
WORK ORDER NO. 6.729001T**

**Prepared For:
Office of Human Environment
Project Development and Environmental Analysis Branch
North Carolina Department of Transportation**

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

November 2004

In October 2004, URS Corporation-North Carolina (URS) conducted a Phase I (Reconnaissance) Historic Architectural Survey of US 19E from the multi-lane section east of Spruce Pine in Mitchell County to the intersection of SR 1106 in Avery County, North Carolina (TIP No. R-2520A; Work Order No. 6729001T). To either side of the road within this area, URS identified 24 resources that appear to be more than 50 years old. As indicated on the two attached figures, URS numbered these resources 1 through 24. URS recommends the following resources as not eligible for National Register of Historic Places listing: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 13, 15, 17, 18, 19, 23, and 24. URS believes the other six resources—11, 14, 16, 20, 21, and 22—merit intensive-level investigation to determine whether or not they are National Register eligible. A photograph or photographs of each resource follows.



Resource 1



Resource 2



Resource 3



Resource 4



Resource 5



Resource 6



Resource 7



Resource 8



Resource 9



Resource 10



Resource 11



Resource 11



Resource 12



Resource 13



Resource 14



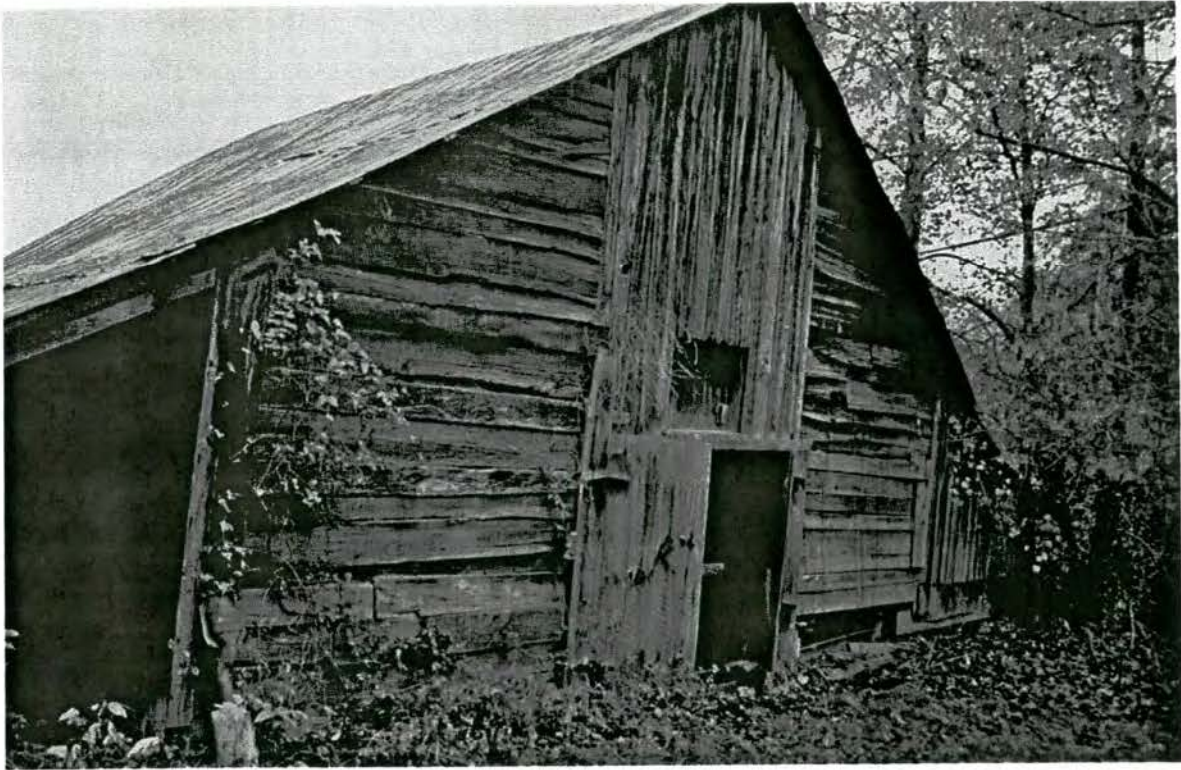
Resource 14



Resource 15



Resource 16



Resource 16



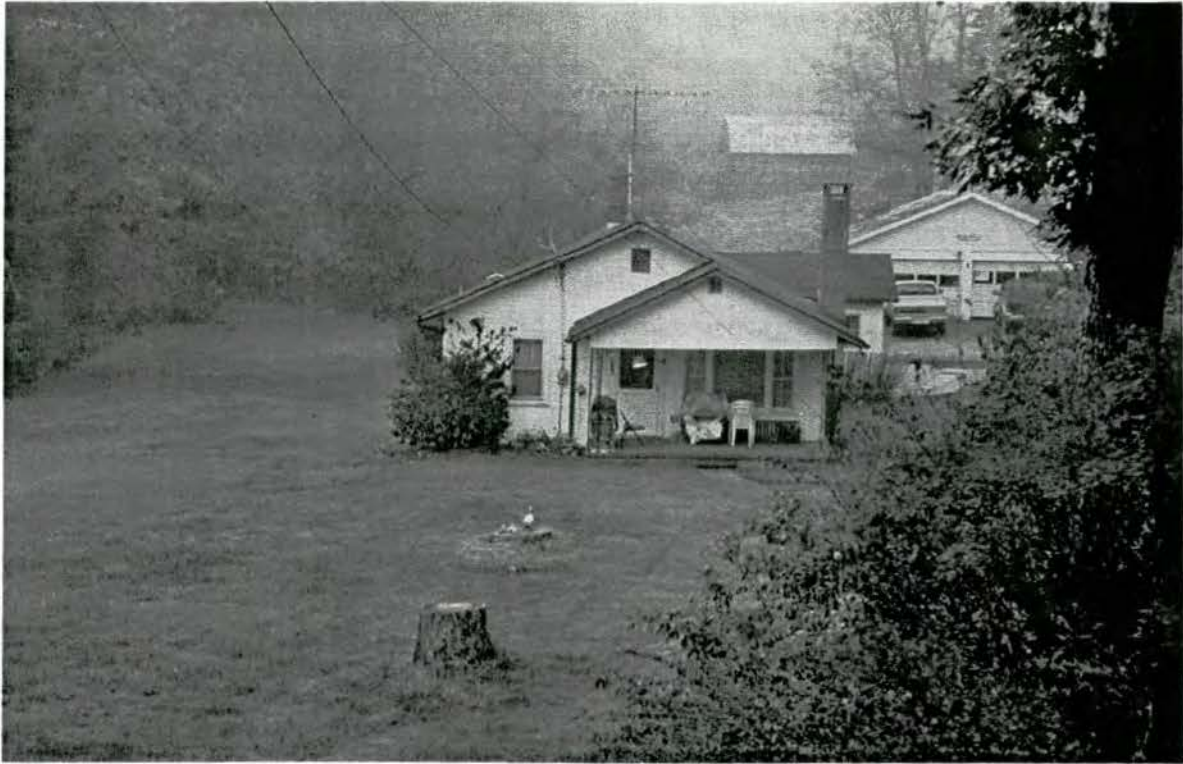
Resource 16



Resource 17



Resource 17



Resource 18



Resource 19



Resource 20



Resource 20



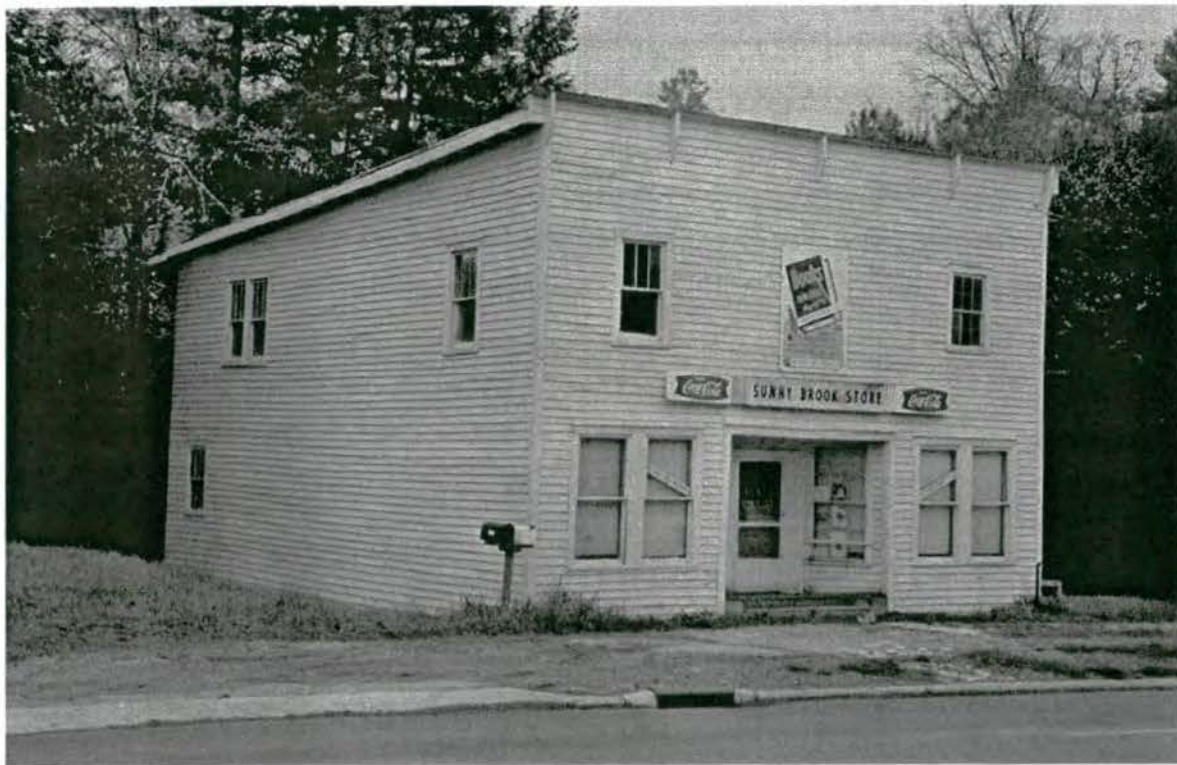
Resource 21



Resource 21



Resource 22



Resource 22



Resource 23



Resource 24

Federal Aid #

TIP # R-2520A

County: Mitchell and Avery

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

Project Description: **Widen US 19E from two to four lanes between the multi-lane section east of Spruce Pine to the US 19E/SR 1106 intersection in Avery County.**

On **November 8, 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 property identified as **(List Attached)** is considered not eligible for the National Register and no further evaluation of it is necessary. *Properties 1-10, 12-13, 15-19, 2*
- 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 E. Patrick

Representative, NCDOT

11-8-04

Date

FHWA, for the Division Administrator, or other Federal Agency

Date

Renee Hedrick-Early

Representative, HPO

11-8-04

Date

Scott D. [Signature]

State Historic Preservation Officer

11/8/04

Date