

North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

June 18, 2019

MEMORANDUM

TO: Kate Husband
Office of Human Environment
NCDOT Division of Highways

FROM: Renee Gledhill-Earley *Renee Gledhill-Earley*
Environmental Review Coordinator

SUBJECT: Historic Structures Survey Report, B-5953 Replace Bridge 649 on Old Leicester Road over the French Broad River, PA 18-09-0030, Buncombe County, ER 19-1656

Thank you for your May 10, 2019, memorandum transmitting the above-referenced report. We have reviewed the report and offer the following comments.

We concur that the following properties are eligible for listing in the National Register of Historic Places.

- Craggy Milling Company (BN0345) - under Criterion A in the area of commerce and Criterion C in the area of architecture. Although the consultant was unable to access the interior, Preservation Specialist Annie McDonald was able to meet on-site with the owner and confirm that the building retains a high degree of interior integrity and the boundaries shown on page 21 are appropriate.
- Craggy Historic District (BN6404) - under Criterion A in the area of community planning/development and Criterion C in the area of architecture. It is also possible that the Craggy Historic District is eligible under Criterion D for its potential to yield information about the history of the site through archaeological discovery. We agree with the status assessment of the inventoried resources.
 - However, we are uncertain about the proposed boundaries. The map below, which appears on page 28 of the report, shows a dwelling (24 Old Leicester Highway) as “not extant.” This historic dwelling remains, though is in rough condition. To the northwest of the dwelling and on the same parcel is a collection of buildings and sheds that appears to serve as a chicken coop (third photo below). The previously surveyed and now-gone J.R. Cauble House (BN0306) was located on the west side of Old Leicester Highway on a knoll overlooking the road into the Craggy Historic District. We are uncertain whether or not the dwelling at 24 Old Leicester Highway should be included in the Craggy Historic District boundaries. The house is clearly historic and fits within the time period when Craggy was an active railroad community. But its condition and material integrity are severely lacking. We defer to you on deciding whether the boundaries are appropriate as proposed on page 38, or if they should be amended to include this additional parcel.



24 Old Leicester Road – marked “Not extant”

- Redman’s Hall (BN0611) - We do not concur with the consultant’s assessment that Redman’s Hall (BN0611) is individually National Register-eligible under Criterion C in the area of architecture. Based on an exterior evaluation alone, this is an easy conclusion to draw due to the building’s outstanding use of concrete block. Though the consultant was unable to access the interior, Annie McDonald recently met on-site with the owner and inspected both floors. The interior of the first floor has been largely gutted, and the second floor has been completely renovated with modern finishes. The building no longer retains sufficient interior integrity to be eligible under Criterion C. However, it should be considered a contributing resource in the proposed Craggy Historic District due to its good exterior integrity.

Given the question raised above about the boundaries for the Craggy Historic District and the finding for Redman’s Hall, please provide a revised map of the district for our files.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT, mfurr@ncdot.gov

Received: 05/10/2019

State Historic Preservation Office



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

ER 19-1656

May 10, 2019

MEMORANDUM

Due -- 6/5/19

TO: Renee Gledhill-Earley
Environmental Review Coordinator
North Carolina State Historic Preservation Office

H-
ER letters
6/10/19
RSE

FROM: Kate Husband
Architectural Historian
NCDOT Division of Highways

SUBJECT: B-5953: Replace Bridge No. 649 on Old Leicester Road (SR1002) over French Broad River, PA No. 18-09-0030, Buncombe County

Enclosed please find the Historic Structures Survey Report, survey site database, and additional materials for the above referenced project for your review and comment per 36CRF.800. Please contact me by phone (919-707-6075) or email (klhusband@ncdot.gov) if you have any additional questions or comments.

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1020 BIRCH RIDGE RD
RALIEGH NC 27610

**Historic Structures Survey Report
Replace Bridge No. 649 on Old Leicester Road (SR 1002) over French Broad River and Southern
Railroad**

Buncombe County, North Carolina

TIP# B-5953

WBS# 47217.1.1

PA# 18-09-0030

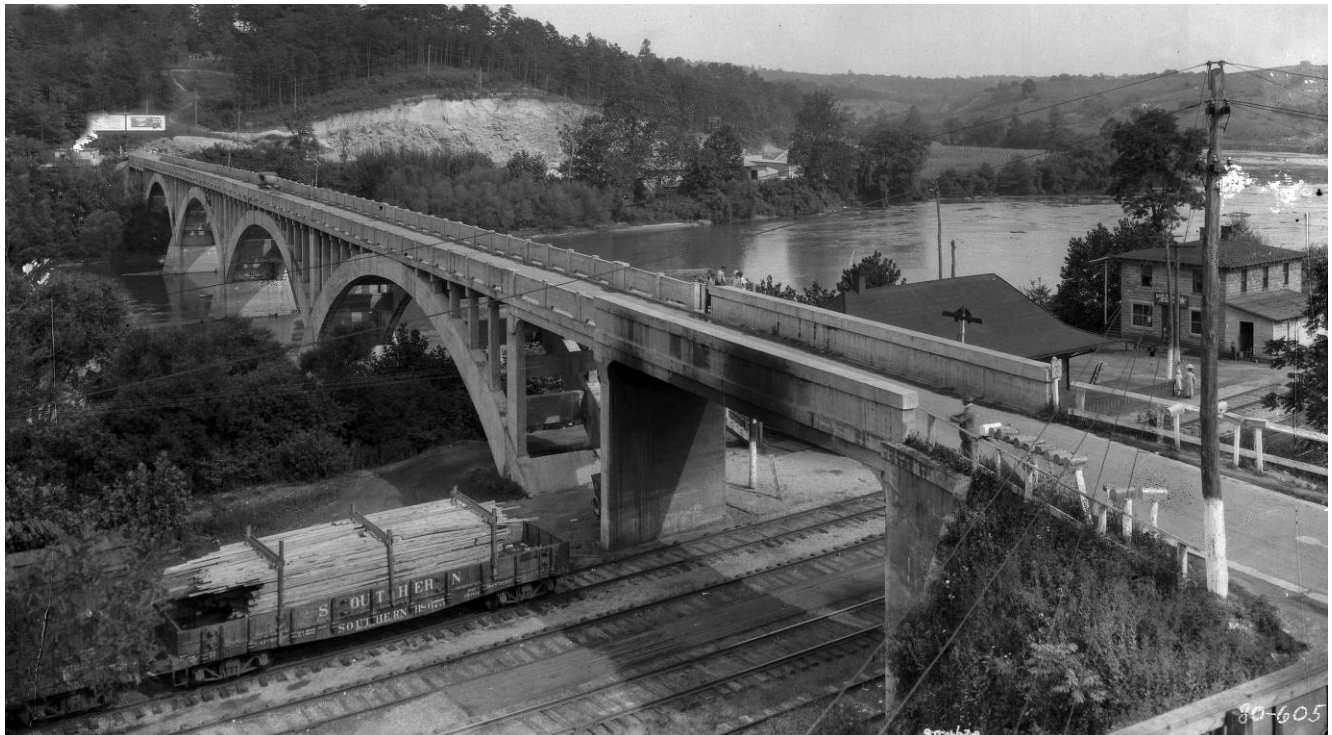
Prepared for:

Environmental Analysis Unit
North Carolina Department of Transportation
1598 Mail Service Center
Raleigh, NC 27699-1598

Prepared by:

MdM Historical Consultants Inc.
Post Office Box 1399
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May 6, 2019



Historic Structures Survey Report
Replace Bridge No. 649 on Old Leicester Road (SR 1002) over French Broad River and Southern Railroad, Buncombe County, North Carolina

TIP# B-5953

WBS# 47217.1.1

PA# 18-09-0030

Prepared for:

Environmental Analysis Unit
North Carolina Department of Transportation
1598 Mail Service Center
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May 6, 2019

Jennifer F. Martin, Principal Investigator
MdM Historical Consultants, Inc.

Date

Mary Pope Furr, Supervisor
Historic Architecture Team
North Carolina Department of Transportation

Date

Cover Photo: The 1916-1917 Craggy Bridge (demolished in 1954) over the French Broad River and Southern Railway, view to the southeast, circa 1930. From the E.M. Ball Collection (1918-1969), Ramsey Library at UNC Asheville Special Collections and University Archives, Asheville, North Carolina

Historic Structures Survey Report
Replace Bridge No. 649 on Old Leicester Road (SR 1002) over French Broad River and Southern
Railroad, Buncombe County, North Carolina
TIP# B-5953
WBS# 47217.1.1
PA# 18-09-0030

Management Summary

The North Carolina Department of Transportation (NCDOT) proposes to replace bridge No. 649 on Old Leicester Road (SR 1002) over the French Broad River and the Southern Railroad in Buncombe County, North Carolina. The project area is near Woodfin in an area historically known as Craggy just northwest of Asheville. The project area encompasses approximately 75 feet on the north and south sides of Bridge No. 649 and 300 feet from each end of that structure. The project area is delineated on a map on page 4 and 5 of this report.

NCDOT requested MdM Historical Consultants (MdM) evaluate the National Register of Historic Places (NRHP) eligibility of three historic resources (see table below) located within the project area. After conducting a field survey of the project area, an MdM principal investigator determined that an additional historic resource—the Craggy Historic District—warranted evaluation and included it in this report. MdM completed the required assessments and makes the following recommendations for the inventoried resources:

Property Name and Survey Site Number	Address and PIN	NRHP Eligibility Recommendation	NRHP Criteria
Craggy Milling Company BN0345	20 Old Leicester Highway Woodfin NC 9720-93-4050-00000	Eligible	Criteria A and C
Redman’s Hall BN0611	10 Old Leicester Highway Woodfin NC 9720-92-3937-00000	Eligible	Criterion C
J.R. Cauble House BN0306	2 Old Leicester Highway Woodfin NC 9720-92-0978-00000	Not extant	n/a
Craggy Historic District BN6404 <i>Containing</i> Jackson’s Store (BN6406) George Mayo House (BN6405) Redman’s Hall (BN0611) Craggy Milling Company (BN0345) Tracks of the former Southern Railway	South side of Old Leicester Highway, opposite Hollifield Road Woodfin NC 9720-92-5878-00000 9720-93-4050-00000 9720-93-3190-00000	Eligible	Criteria A and C

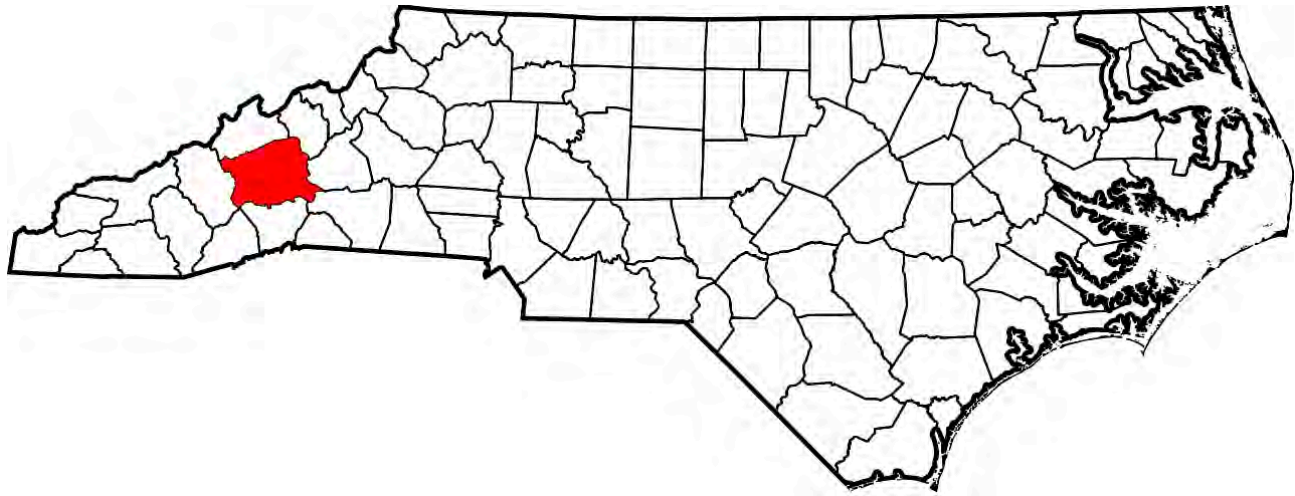
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Unnamed lane through Craggy with Craggy Milling Company (BN0345) (partial view) and Red Men’s Hall (BN0611) on right and warehouse for Craggy Milling Company on left, view to the west-northwest

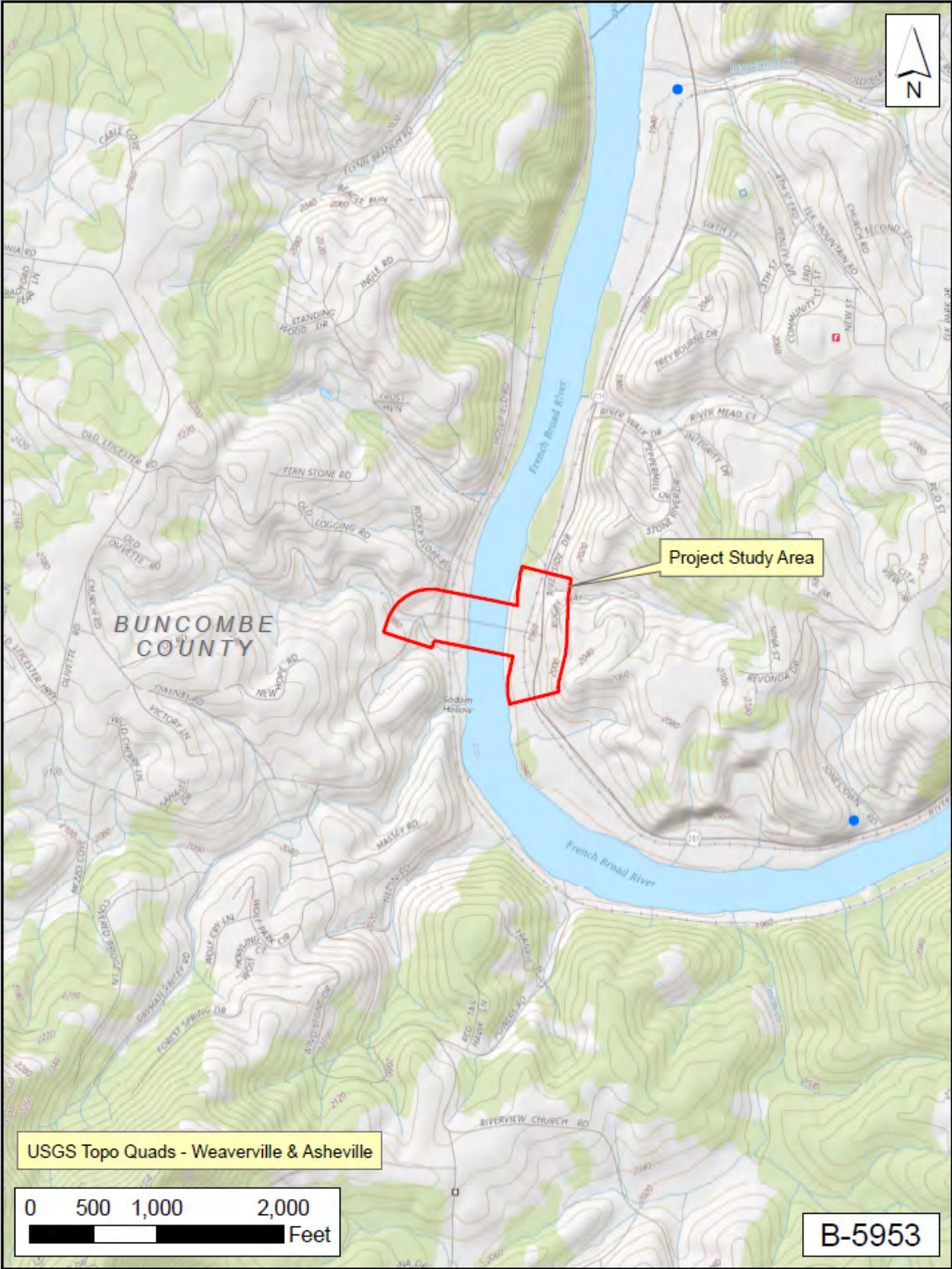
I. Project Location Maps



Location of Buncombe County in North Carolina (image from the NCPedia website, www.ncpedia.org)



Study Area map showing evaluated properties, map courtesy NCDOT

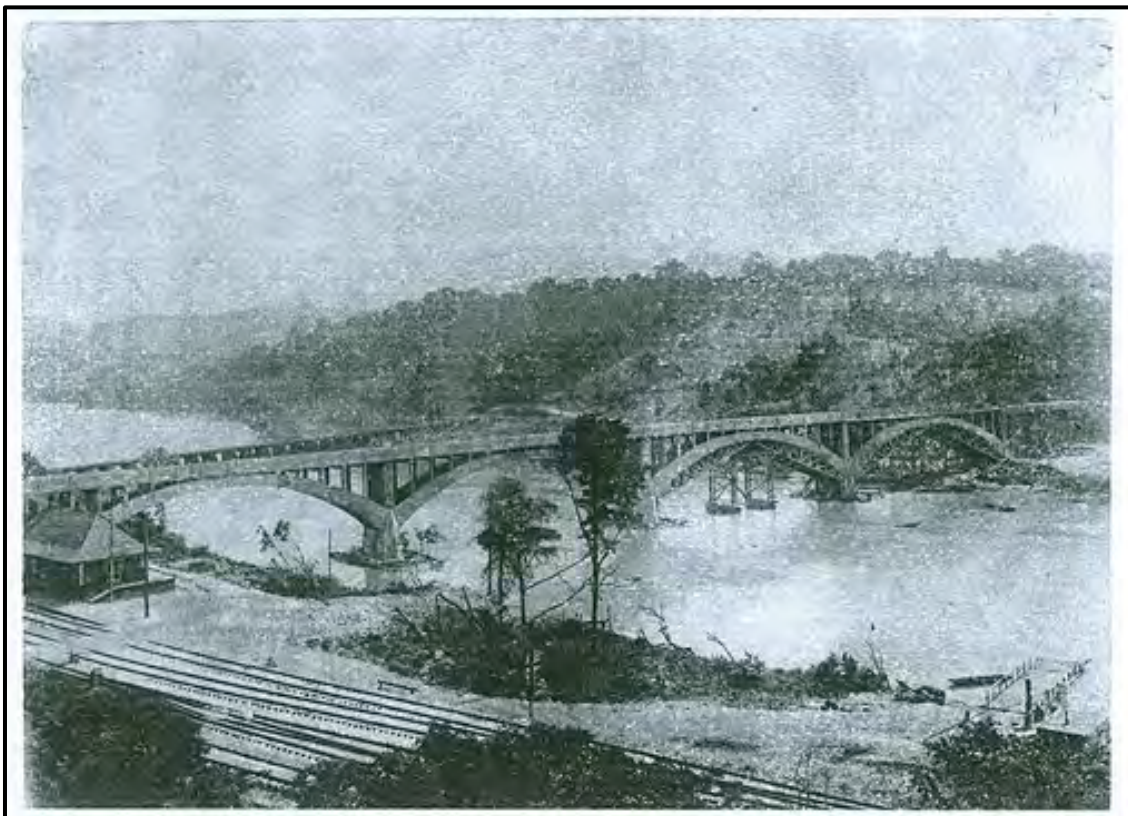


Project map, created by NCDOT Historic Architecture Team

II. Introduction and Historical Background

The project area for TIP# B-5953 is located on the French Broad River on Old Leicester Road at Craggy, a small riverside community northwest of Asheville in Buncombe County. Industrial, commercial, and residential development in a mostly rural mountainous setting characterize the project area.

Craggy was previously known as Gorman's Bridge for the bridge that crossed the French Broad River at or near the location of Bridge No. 649, which is to be replaced. Near the end of the Civil War, Union soldiers burned Gorman's Bridge.¹ Another bridge replaced it and in 1916-1917, Buncombe County constructed a massive one-lane concrete bridge with a span of arches. It stood about ten feet upstream from the present bridge.²



The 1916-1917 concrete bridge at Craggy, view to the northeast. The photo shows the depot on the left, but not the George Mayo House (BN6405). Photograph taken circa 1916. From craggymountainline.com. Photo courtesy of Jean Bridges

The State Highway Commission hired Blythe Brothers Construction to build bridge No. 649 in 1954.³ Opened on May 11, 1955, the current features a twenty-six-foot-wide roadway with

¹ "J.R. Cauble, 74, Dies at Home in Craggy Section," *Asheville Citizen-Times*, April 22, 1937.

² "Voice of the People: As to Bridges," *Asheville Citizen-Times*, August 14, 1916; "Craggy Bridge, 58 Miles of Road Finished in 13th," *Asheville Citizen-Times*, July 25, 1955.

³ "New Craggy Bridge Opened," *Asheville Citizen-Times*, May 12, 1955.

flanking three-foot sidewalks. The 772-foot-long bridge displays twelve I-beam spans, a concrete surface and side rails on concrete end bents and piers.⁴ In 1965, a little over ten years after its construction, bridge No. 649 was named after Air Force Lt. General Albert Boyd, a distinguished pilot who grew up in Craggy.⁵

Asheville & Craggy Mountain Railroad brought the first trains along the French Broad River to Craggy in late nineteenth century. The Southern Railway Company acquired Asheville & Craggy Mountain Railroad in 1906 and the two lines connected at Craggy.⁶ The depot that once stood at Craggy was likely built around 1906. According to a local historian, it washed away in the flood of 1916 and was rebuilt soon thereafter.⁷ In 1958, the railway replaced the tracks that run beneath the bridge on the west side of the river with heavier steel rails.⁸ The Craggy depot stood on the west side of the river as late as May 1958.⁹

The small settlement of Craggy grew up around the depot. The building used for Redman's Hall was constructed around 1909, followed by the Craggy Milling Company, which opened in 1915. In the early twentieth century, a blacksmith shop operated just behind—or south of—the mill. The George Mayo House, located just south of where the depot stood, likely dates to around 1917, according to county tax records. A circa 1930 photograph of the former Craggy bridge clearly shows the Mayo House standing just beyond the now-gone depot. A small warehouse associated with the Craggy Milling Company was likely built around 1920. Jackson's Store, facing Old Leicester Highway, likely dates to around 1910. Oral history reveals that additional buildings stood at Craggy, but have been lost to demolition, neglect, or fire.

III. Project Description

The North Carolina Department of Transportation (NCDOT) proposes to replace bridge No. 649 on Old Leicester Road (SR 1002) over the French Broad River and the Southern Railroad in Buncombe County, North Carolina. The project area is near Woodfin in an area historically known as Craggy, just northwest of Asheville. The project area for the project encompasses approximately 75 feet on the north and south sides of Bridge No. 649 and 300 feet from each end of that structure. The project area is delineated on a map on page 4 and 5 of this report.

NCDOT requested MdM Historical Consultants (MdM) evaluate the National Register of Historic Places (NRHP) eligibility of three historic resources located within the project area: Craggy Milling

⁴ "Craggy Bridge, 58 Miles of Road Finished in 13th," *Asheville Citizen-Times*, July 25, 1955; "New Craggy Bridge Opened," *Asheville Citizen-Times*, May 12, 1955.

⁵ "Craggy Bridge is Renamed for Gen. Boyd," *Asheville Citizen-Times*, September 4, 1965.

⁶ Cary Franklin Poole, *A History of Railroading in Western North Carolina* (The Overmountain Press, 1995), 52-54; "Ayers Southern is Interested in Tracks to Grace," *Asheville Citizen-Times*, January 2, 1923.

⁷ Rocky Hollifield, interview with Jennifer Martin, May 3, 2019.

⁸ "Southern Lays New Rails in Craggy Area," *Asheville Citizen-Times*, December 3, 1958.

⁹ In a story about a fire on a Pullman car, the depot is mentioned in the *Asheville-Citizen Times* newspaper on May 29, 1958, "Six Alarms Answered by Firemen," *Asheville-Citizen Times*, May 29, 1958.

Company (BN0345), Red Man's Hall (BN0611), and the J. R. Cauble House (BN0306). During field investigations, MdM discovered that the J. R. Cauble House (BN0306) is no longer extant. Also during the fieldwork, the principal investigators noted three additional historic buildings in the project area that warranted investigation: the George W. Mayo House (BN6405), Jackson's Store (BN6406), and a small, front-gabled rusticated concrete block building historically associated with Craggy Milling Company. As a result of the cohesive arrangement of the buildings at Craggy and their shared history of association with the community of Craggy, the principal investigators evaluated the Craggy Historic District (BN6404) for its eligibility for the NRHP.

This project is subject to review under the Section 106 Programmatic Agreement for Minor Transportation Projects (NCDOT/NCHPO/FHWA/USFS 2015). An NCDOT Architectural Historian defined an APE and conducted a site visit to identify and assess all resources of approximately fifty years of age or more within the APE. Only three resource warranted an intensive National Register eligibility evaluation and they are the subject of this report. NCDOT Architectural Historians determined that all other properties and districts are not worthy of further study and evaluation due to lack of historical significance and/or integrity.

The historic architectural survey within the APE associated with the replacement of bridge No. 649 on Old Leicester Road (SR 1002) over the French Broad River and the Southern Railroad in Buncombe County, North Carolina was carried out in accordance with the provisions of the Secretary of the Interior's standards and Guidelines for Archaeological and Historic Preservation (48 FR 44716); 36 CFR Part 60; 36 CFR Part 800; and the NCDOT document entitled Historic Architectural Resources: Survey Procedures and Report Guidelines (2003). This evaluation meets the guidelines of NCDOT and the National Park Service.

IV. Methodology

In order to meet the requirements of the above laws, regulations, and guidelines, the work plan for the intensive-level survey included the following items: (1) conducting general historical and architectural background research in order to develop contexts within which to evaluate the potential National Register eligibility of the resources located within the APE; (2) an intensive-level field survey of the APE, including surveying, describing, evaluating, and proposing specific National Register boundaries for any resources believed to be eligible for the National Register; (3) specific historical and architectural research on the resources inventoried at the intensive level; and (4) preparation of a report developed pursuant to the above-referenced laws, regulations and guidelines. The report is on file at NCDOT and is available for review by the general public.

The field survey was conducted on January 28 through 30, and April 1, 2019. All buildings, structures, and landscapes historically associated with Craggy Historic District (BN6406), Craggy Milling Company (BN0345), Redman's Hall, (BN0611), the George W. Mayo House, and Jackson's Store (BN6406) were photographed and recorded. Research on the project area was conducted on the Buncombe County Register of Deeds website, the Buncombe County GIS website, at Pack Memorial Library, and at the North Carolina State Archives in Raleigh. The investigators

interviewed Keith Clemmons, resident of Craggy and occupant of the George W. Mayo House, and Paul Sires, the owner of Craggy Milling Company, Redman's Hall, and Jackson's Store.



Lower portion of Craggy with Bridge No. 649 in background and Craggy Milling Company (BN0345) to the left, view to the south

V. Architectural Context: Decorative Concrete Block as Building Material in Buncombe County

Concrete's history as a building material dates back to the Romans who used it to construct the Pantheon (118-128 AD). Once builders began to use Portland cement on a wide scale basis in the 1880s, concrete construction became more practical and popular. By using mold plates, plain concrete block could be turned into imitative dressed stonework.¹⁰ The modern hollow-block industry began in 1900 when Harmon S. Palmer patented his cast iron block machine. Other inventors developed similar machines, but they all shared a common technique. The operator mixed a combination of Portland cement, water, sand, and stone or gravel aggregate, shoveled it into the machine, and tamped the mixture down in order to remove any air. The operator pulled a lever and a block was formed and ready for drying. Each block had to cure for several weeks in order to harden.¹¹

The heyday of concrete block, especially those blocks cast in decorative forms, occurred from the late nineteenth century through the 1930s. The construction of a stucco-sheathed, concrete block

¹⁰ J. Randall Cotton, "Ornamental Concrete Block Houses," *Old-House Journal* (October 1984), 180.

¹¹ Pamela H. Simpson, "Blocks Like Rocks," *Building Renovation* (Spring 1995), 49.

and Portland cement model home across Pennsylvania Avenue from the White House in 1923 symbolized the material's renown during the early twentieth century.¹² Concrete block enjoyed popularity because of its cost-effectiveness, strength, and convenience and because it could be adapted to the popular house styles of the period, namely the bungalow and Colonial Revival styles. Although local contractors and building supply companies typically provided blocks for projects, Sears, Roebuck, and Company sold a large number of block-making machines and related supplies and hardware during the early twentieth century. Well into the twentieth century, refinements in block making machines attracted many homeowners who made their own blocks to build dwellings and outbuildings.¹³

Architectural historian Pamela H. Simpson identified the period from around 1900 to 1920 as the backyard phase of concrete block-making when building contractors made blocks using widely available block-making machines. It was not uncommon for a builder to construct several buildings using one or more block machines. By 1910, concrete-block-making businesses had been established across the country.¹⁴

In the 1920s, the development of new aggregates led to the introduction of cinder block. These strong, yet lightweight blocks proved easier to work with than concrete blocks. They could also be veneered with brick. During this period, builders did not abandon concrete block entirely, and improvements were even made to them. Early concrete block varied in size making it difficult for architects and builders to make construction plans. In 1924, concrete block trade industries agreed that block size needed to be standardized and settled on eight-by-eight-by-sixteen-inch as the dimensions for concrete blocks. By the 1930s however, new lightweight aggregates that were being introduced to improve cinder blocks coupled with homeowners' changing tastes led to the decline in the popularity of traditional concrete blocks.¹⁵

The heyday of the use of decorative concrete block coincided with Asheville's boom period of the early twentieth century when Asheville was the third largest city in North Carolina. From 1900 to 1930, the city's population went from 14,694 to over fifty thousand. Many impressive buildings rose during this era of expansion including Asheville High School, the Grove Park Inn, city hall, and the Buncombe County courthouse. But builders constructed hundreds of less-well-known structures across the county during the early years of the century and a sizeable number of these houses, stores, and churches were built of decorative concrete block, an inexpensive and convenient material that could be stacked quickly to create appealing buildings.

¹² Henry Atterbury Smith, *The Books of a Thousand Homes*, Volume I (New York: Homeowners Service Institute, 1923), 24.

¹³ Sears Roebuck & Co., "Concrete Machinery: Triumph, Wizard, and Knox Block Machines," 1915.

¹⁴ Pamela H. Simpson, *Cheap, Quick, and Easy: Imitative Architectural Materials, 1870-1930* (Knoxville: University of Tennessee Press, 1999), 148-149.

¹⁵ Simpson, *Cheap, Quick, and Easy*, 27; Cotton, "Ornamental Concrete Block Houses," 180; J. Randall Cotton, "Return to Concrete Block Houses," *Old-House Journal* (March/April 1995), 35-37.

The building industry in Asheville and the surrounding county buzzed with the possibilities concrete block offered for fast and cheap construction. In 1912, the *Asheville Citizen-Times* declared that “concrete is playing a more important part in building operations at present, [more] than at any time since it was discovered.”¹⁶ In December 1906, the *Asheville Citizen-Times* promoted the use of concrete block with an architect’s sketch and floor plans for a commodious house with gambrel and gable roofs. The newspaper advocated for the dwelling’s concrete block construction with the remark, “artistic, warm and dry and costs less than brick.”¹⁷

Individuals and businesses produced concrete block for sale in and around Asheville during this period. R. M. Ramsey established Asheville Concrete and Pipe Company in early 1911 near Balfour Quarries north of the city. Ramsey’s company used stone dust from the quarries to make “various kinds of building blocks.” In 1911, the firm of Wells and Swain of West Asheville obtained a patent for a process that used steam pressure to make blocks in eight hours, much faster than the three weeks it had previously taken to make a single block.¹⁸ In the early 1920s, Curry Concrete Company in Biltmore made concrete blocks and sold all types of concrete building elements, including window sills and coping.¹⁹

Individuals could also make their own block with the type of machine first developed in 1900 by Harmon S. Palmer. In 1911, John Lange, who was building a hotel on Main Street, manufactured blocks on a machine he bought from inventor and patent-holder Luke Lowe, owner of Bristol, Tennessee’s Diamond Block Machine Company. The 12” x 24” machine had the capacity to make 250 to 300 blocks per day.²⁰

Little is known about the concrete block buildings at Craggy, including the source for the block. In 1919, the county announced that it would build a large one-story concrete block warehouse behind the courthouse to store equipment. The county quarry, which had been established at Craggy to build the 1916-1917 bridge across the French Broad River, would, according to the local paper, supply the dust to make the concrete blocks for the new warehouse.²¹ It is possible, the same dust was used to make blocks for the concrete buildings at Craggy, but no firm evidence of this exists.

Numerous buildings constructed of decorative concrete block stand in and around Asheville. A two-story, rusticated concrete block building at 10 Burton Street in West Asheville dates to 1910. A flat concrete parapet extends across its upper façade. The parapet extends to the side elevations and steps downward toward the rear elevation. Two storefronts have been infilled with brick and fitted with new windows and doors. The building is currently residential but held a musical instrument store in the 1930s. A row of two-story, rusticated concrete block commercial buildings

¹⁶ “Asheville Concrete Pipe and Block Co.” *Asheville Citizen-Times*, September 29, 1912.

¹⁷ “Concrete Block Residence,” *Asheville Citizen-Times*, December 12, 1906.

¹⁸ “West Asheville Man is Granted Patent,” *The Asheville Weekly Citizen*, November 15, 1911.

¹⁹ Advertisement in *Asheville Citizen-Times*, February 24, 1924,

²⁰ “Will Make Blocks for the Big Hotel,” *Asheville Gazette-News*, April 12, 1911.

²¹ “County Will Erect Big \$7,000 Warehouse,” *Asheville Citizen-Times*, September 22, 1919.

stands at the corner of Haywood Road and Herron Street in West Asheville. When constructed in the 1923, most likely as the Westover Inn restaurant, builders covered the facade with brick veneer. One of the most prominent buildings in West Asheville is the former A & P Grocery at 505 Haywood Road, a brick building faced with rusticated concrete block. It features four full-height pilasters, a denticulated cornice, and keyed concrete lintels.



Building at 10 Burton Street, view to the west



Building at the northeast corner of Herron Street and Haywood Road, view to the northeast

Buildings constructed of panel blocks like Red Men’s Lodge at Craggy are less common in Buncombe County. A two-story building at 140 Roberts Street in the River Arts District likely dates to the 1920s. Stucco covers most of the lower level, but the upper level displays smooth-faced panel blocks. Tile coping tops the flat parapet. Several bays have been enclosed at the street level, but original two-over-two windows remain on the upper façade.



Building at 140 Roberts Street, view to the southeast

VI. Craggy Milling Company: Property Description and Evaluation

Resource Name	Craggy Milling Company
HPO Survey Site Number	BN0345
Location	20 Old Leicester Highway, Woodfin
PIN	9720-93-4050-00000
Construction Date	1915
Recommendation	Eligible under criteria A and C; contributing in Craggy Historic District (BN6404)



Craggy Milling Company's south side, view to the north

Description

The Craggy Milling Company shares a less-than-one-acre parcel with Red Men's Hall (BN0611), and a small, circa 1920 concrete block warehouse. The mill sits on the west side of the French Broad River with its front gable end oriented toward the paved lane proceeding through the settlement of Craggy. The long east elevation faces the tracks of the former Southern Railway and the French Broad River.

The mill consists of a two-story, front gable main block and a one-story, shed-roofed attachment on the west elevation. The building rests on a combination of stone piers and concrete block

foundation. Sheet-metal panels cover most of the building. Some of the wood siding set on the diagonal is visible where the metal has been removed or has fallen off.



Facade, view to the north

Double-leaf, wood paneled doors pierce the south and east elevations. Centered on each of those elevations, the doors are positioned several feet off the ground, indicating that a loading dock or some other raised deck was removed. “Duckett’s Corn Meal, Tuxedo Feeds” adorns the east elevation facing the railroad and river. Only three windows retain their two-over-two, double-hung sash: one at each end of the upper level of the two-story block and one on the shed-roofed portion. The remaining windows are either covered with plywood or missing altogether. The west elevation of the shed-roofed section displays a set of double wood doors at the top of a concrete ramp.

The mill’s interior is not accessible. The owner, who lives in Charlotte, informed the principal investigators that the interior is unchanged and various pieces of mill equipment, grain chutes, a large power transfer wheel, an auger, and an electric motor remain inside.

A one-story, rusticated concrete block warehouse with a front gable roof stands just to the southwest and facing the mill. Vertical wood siding fills the front gable. A metal awning shades a garage bay with a multi-light and wood paneled door positioned just off-center on the façade. The awning extends to shelter a half-glazed door to the right. A fixed-glass window is just to the right

of the door. A portion of the northwest (front corner) is open and its bay trimmed in vertical wood siding.



Craggy Milling Company site plan, map created from HPOWEB



Rear elevation (northeast corner), view to the south-southwest



Southwest (front) corner, view to the northeast



East elevation, view to the west

History

F. E. Gillespie, J. M. Shook, and C. F. Summer started the Craggy Milling Company in 1915.²² An Asheville newspaper reported on June 29, 1915, “a new up-to-date flour mill has just been completed at Craggy station which will be put into operation within a short time by the Craggy Milling Company. The plan has a capacity of fifty barrels of flour, 700 bushels of cornmeal and two tons of ‘shorts’ daily. Although the plant is located at Craggy, it will prove a valuable asset to Asheville.”²³

In 1931, Oscar Duckett, who owned Leicester Roller Mills, bought Craggy Milling Company in receivership.²⁴ H.P. Brookshire (1907-1991), Oscar Duckett’s son-in-law, later owned and operated the company.²⁵ The mill closed around 1969.

Context: Roller Mills in Buncombe County

John Burton, who laid out Asheville (first called Morristown), built the first grist mill in Buncombe County in the late eighteenth century.²⁶ Grist mills became common fixtures in rural Buncombe County in the nineteenth century. In 1876, Philadelphian John Sellers invented the roller mill, which replaced stone mills in grist mills. Mills built after about 1876 in North Carolina were roller mills.²⁷ Farmers, isolated by geography, delivered their wheat and corn to their local mill for grinding. In 1896, thirty-three roller mills, some also serving as saw mills, stood in Buncombe County.²⁸

While numerous roller mills stood in Buncombe County in the early twentieth century, these buildings are rare today. Weaverville Milling Company (BN0744) at 1 Old Mill Lane on Reems Creek in Weaverville is one of the most intact roller mills in western North Carolina. Constructed of yellow poplar, the two-story, weatherboard building displays a monitor roof and rests on a stone foundation. Jacob Bascombe Lotspeich and his son O.P. Lotspeich built the Weaverville Milling Company around 1912 to grind corn and flour.²⁹ It later became Reems Creek Milling Company under the ownership of Jim Wright.³⁰ The mill operated until 1965 and was converted to a restaurant in 1972. The building is currently vacant and not accessible to the public.

²² “Milling Notes,” *National Cooper’s Journal*, Volume 34 (New York Public Library, August 1918), 21; Ad for Goodyear Truck Tires, *Asheville Citizen-Times*, September 14, 1919.

²³ “New Mill,” *Asheville Citizen-Times*, June 29, 1915.

²⁴ “Craggy Grain Mill is Sold,” *Asheville Citizen-Times*, September 13, 1931; Buncombe County Deed Book 225, page 281, dated December 19, 1918; “Oscar Duckett Dies in City at Age of 71,” *Asheville Citizen-Times*, April 26, 1951.

²⁵ World War II Draft Card, Hilliard Porter Brookshire, dated October 16, 1940, ancestry.com, accessed April 20, 2019.

²⁶ “Buncombe County, When Created in 1792, Embraced Vast Territory,” *Asheville Citizen-Times*, July 17, 1960.

²⁷ Joey Powell, “Gristmills,” *Encyclopedia of North Carolina*, online at ncpedia.org, 2006, accessed April 25, 2019.

²⁸ Levi Branson, ed., *Branson’s North Carolina Business Directory, 1896, Volume VII* (Raleigh: Levi Branson, 1889), 126.

²⁹ “Weaverville Milling Co.,” *Asheville Citizen-Times*, July 16, 1911.

³⁰ “Flour, Meal, and Feed Mills,” *Thirty-Third Report of the Department of Labor and Printing of the State of North Carolina, 1921-22* (Raleigh: Mitchell Printing Company, 1923), 429; Blanche R. Robinson, “The Waterpowered Mills of



Weaverville Milling Company, north corner, view to the south

Asheville Milling Company burned in late 1914. The mill re-opened in 1915 at 532 West Haywood Street and produced, among other things, Biltmore Flour. The company became Earle-McGavock Milling Company by 1920 and Earle-Chesterfield Mills by 1944. By this time, the business had expanded to include a feed mill.³¹ In 1972, the five brick buildings and all of the equipment were auctioned.³² The building associated with Asheville Milling Company is no longer extant.

Evaluation

The Craggy Milling Company stands in its original location in the Craggy community of Buncombe County and therefore retains integrity of location and setting. The mill is slightly deteriorated, but retains its integrity of materials, workmanship, design, feeling, and association.

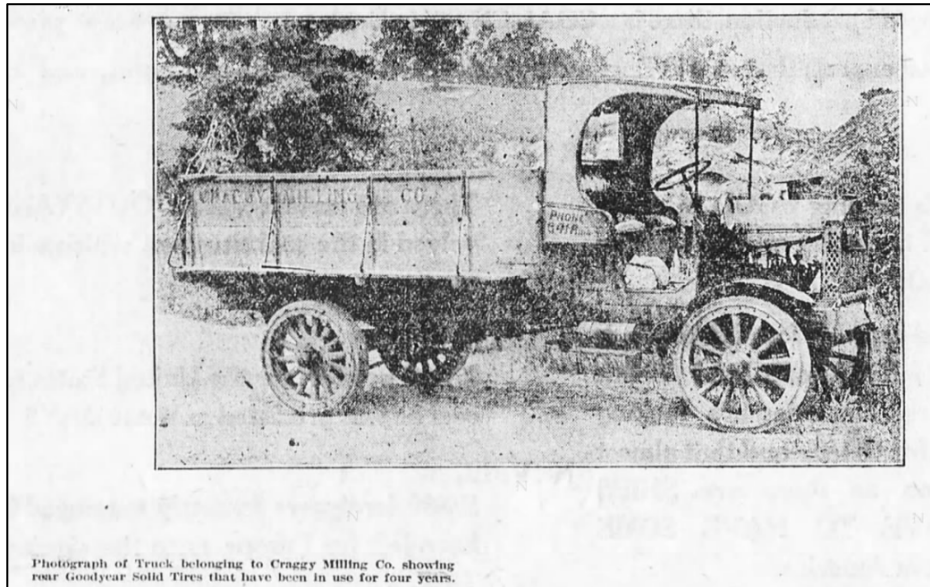
Properties can be eligible for the NRHP under Criterion A if they retain integrity and are associated with a significant event or pattern of events that have made contributions to history at the local, state, or national level. Rural grist mills were a common fixture on the landscape beginning during the settlement period in western North Carolina. Farm families took their wheat and corn to the mill for processing into flour and cornmeal to be consumed by the family or sold for income. Grist mills were the most common industry in rural North Carolina in the nineteenth and early

Reems Creek," in *May We All Remember Well*, Volume 1, ed. Robert S. Brunk (Asheville: Robert S. Brunk Auction Services, Inc., 1997), 82-83.

³¹ "Earle-Chesterfield to Reconstruct Feed Mill," *Asheville Citizen-Times*, March 15, 1944.

³² Advertisement in *Asheville Citizen-Times*, May 26, 1972,

twentieth century and served as an integral part of the local economy. The Craggy Milling Company, a rare surviving early twentieth century roller mill, is recommended eligible for the NRHP under Criterion A in the area of commerce as an intact rural grist mill with significance on the local level.



Craggy Milling Company truck. Clipping from a Goodyear Truck Tire Service Station Advertisement, *Asheville Citizen-Times*, September 14, 1919

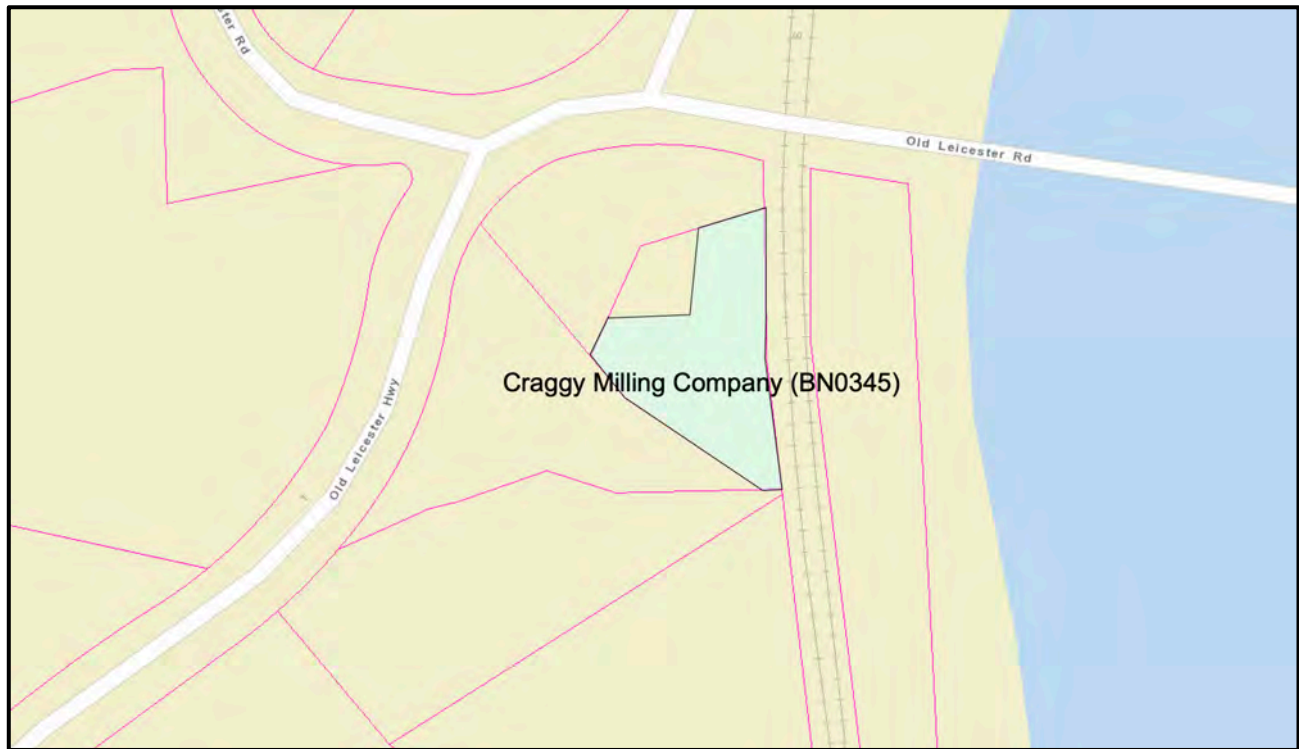
For a property to be eligible for significance under Criterion B, it must retain integrity and be associated with individuals whose activities are demonstrably important within a local, state, or national context. No one associated with the Craggy Milling Company, including the founders or later owners, made contributions to local, state, or national history, therefore the property is not recommended eligible for the NRHP under Criterion B.

For a property to be eligible for significance under Criterion C, it must retain integrity and embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. The wood-frame, gable-roofed building typifies grist mills from the period and conveys the distinctive characteristics of its building type. Therefore, the Craggy Milling Company is recommended eligible under Criterion C, specifically in the area of architecture.

It is unlikely that additional study of this property would yield any unretrieved data not discoverable through informant interviews, building technology, and documentary sources. Therefore, the Craggy Milling Company is recommended not eligible for the NRHP under Criterion D.

Boundary Description and Justification

The proposed boundary of the Craggy Milling Company follows a portion of the legal property line encompassing the full extent of property surrounding the mill and warehouse. (PIN 9720-93-4050-00000). The proposed boundary includes the property historically associated with the mill and associated structure. The boundary has been drawn to exclude Red Men’s Hall (BN0611), which is not historically associated with the mill, but currently shares a parcel with the mill and its warehouse.



National Register Boundary, created from HPOWEB

VII. Red Men’s Hall: Property Description and Evaluation

Resource Name	Red Men’s Hall
HPO Survey Site Number	BN0611
Location	10 Old Leicester Highway, Woodfin
PIN	9720-92-3937-00000
Construction Date	Circa 1909
Recommendation	Eligible under criterion C and contributing in the Craggy Historic District (BN6404)



Facade, view to the north

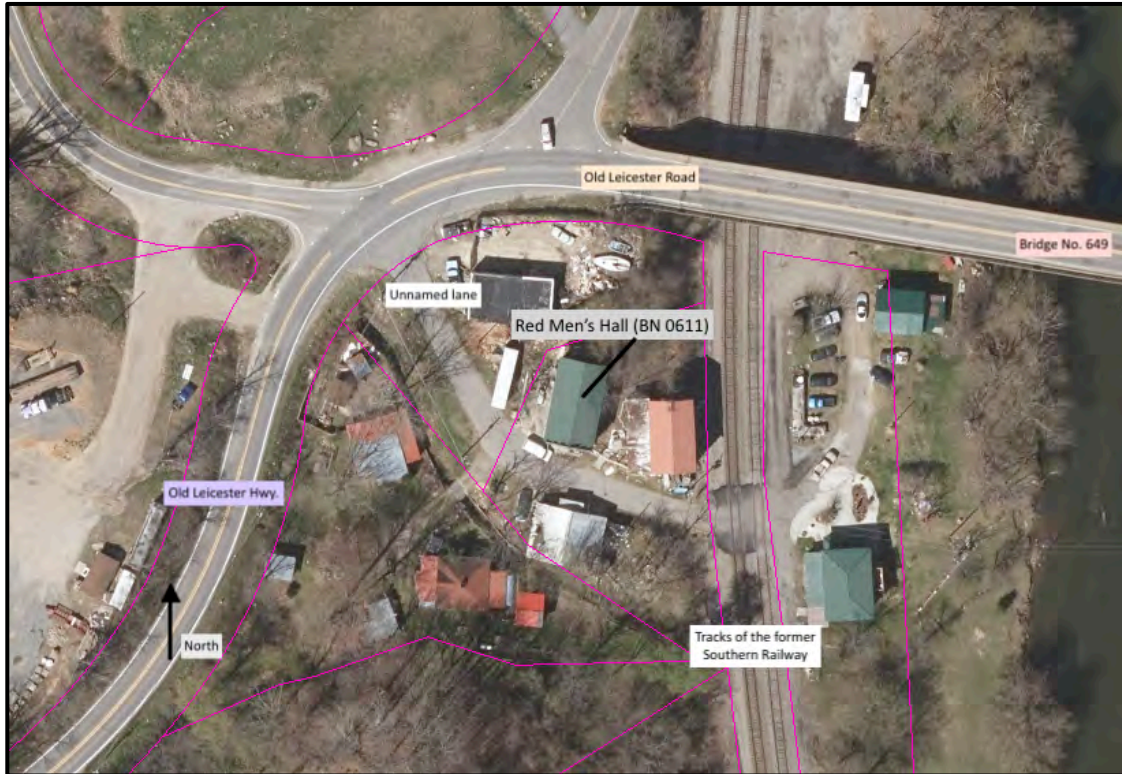
Description

Red Men’s Hall stands just immediately west of and on the same parcel with the Craggy Milling Company (BN0345). It faces the unnamed lane that proceeds through the center of Craggy.

Red Men’s Hall is a two-story, front-gabled commercial building with a stepped parapet false front. The building’s exterior is made up of three types of concrete block: flat panel blocks sheathe the first level, panel blocks with a projecting center cover the upper level, and rock-faced or rusticated blocks serve as quoins. Plywood covers the first level façade windows. The left (west) window bay is partially fitted with a fan. A simple, vertical wood, double-leaf door (not original) fills the center entrance bay. One-over-one vinyl sash replace the original six-over-six double-hung sash

throughout the building. A single-leaf door bay on the west elevation has been expanded and fitted with a modern garage door.

The interior was not accessible. A woodworking shop currently occupies the first level and the second story is a private residence.



Red Men's Hall, site plan (created from HPOWEB)

History

In 1909, J. R. and Fannie Cauble and George Mayo sold property at Gorman's Bridge to Oswego Tribe No. 57 of Improved Order of Red Men.³³ It is likely the building at Craggy was constructed soon thereafter.

Established in Baltimore in 1834 as a whites-only fraternal organization, the Improved Order of Red Men is a national group whose rituals and regalia are modeled after what they perceive as rituals and regalia of Native Americans. The group's motto is Freedom, Friendship, and Charity.³⁴

In 1911, the Oswego Tribe of Red Men, as they were also known, held a large fourth of July celebration at Craggy with about one thousand people in attendance, according to the *Asheville Citizen-Times*. Locke Craig, who served as governor from 1913 to 1917, delivered a speech on

³³ Buncombe County Deed Book 168, page 122, November 27, 1909.

³⁴ "Brief Historical Sketch of Improved Order of Redmen," *The Montgomery Advertiser*, June 11, 1928.

Good Roads. In remarks to the crowd, Asheville resident J.P. Ford asserted that the Order of the Red Men was “made up of the great middle class...who have furnished the best specimens of the human race.”³⁵

A deed transferring the property back to J. R. Cauble in 1912 suggests the group did not keep the building long term. The group appears to have met at Pythian Hall in downtown Asheville in the late 1910s.³⁶ Oral history recounts that the building might have functioned as a store and that a residence has been located on the upper level for several years.



West elevation, view to the east-southeast

Evaluation

Red Men’s Hall stands in its original location in the Craggy community of Buncombe County and therefore retains integrity of location and setting. The building has been altered with the replacement of all of its windows and changes to the storefront. Despite these changes, it retains its integrity of materials, workmanship, design, feeling, and association.

Properties can be eligible for the NRHP under Criterion A if they retain integrity and are associated with a significant event or pattern of events that have made contributions to history at the local,

³⁵ “Thousand People at Craggy Event,” *Asheville Citizen-Times*, July 5, 1911.

³⁶ “Redmen Open Their Business Sessions,” *Asheville Citizen-Times*, June 22, 1916.



Southeast corner, view to the northwest

state, or national level. During its early history, the building served as a meeting place for the Oswego Tribe No. 57 of Improved Order of Red Men, a fraternal organization. The group occupied the building for about four years before moving their activities, possibly to Pythian Hall in downtown Asheville. After the Red Men vacated the building, it served several purposes. Although the Improved Order of the Red Men likely built the building and held meetings here for several years, it does not appear that their association with the building represents a significant event or patterns of events. Therefore, the building is not eligible for the NRHP under Criterion A.

For a property to be eligible for significance under Criterion B, it must retain integrity and be associated with individuals whose activities are demonstrably important within a local, state, or national context. No one associated with Red Men's Hall made contributions to local, state, or national history, therefore the property is not recommended eligible for the NRHP under Criterion B.

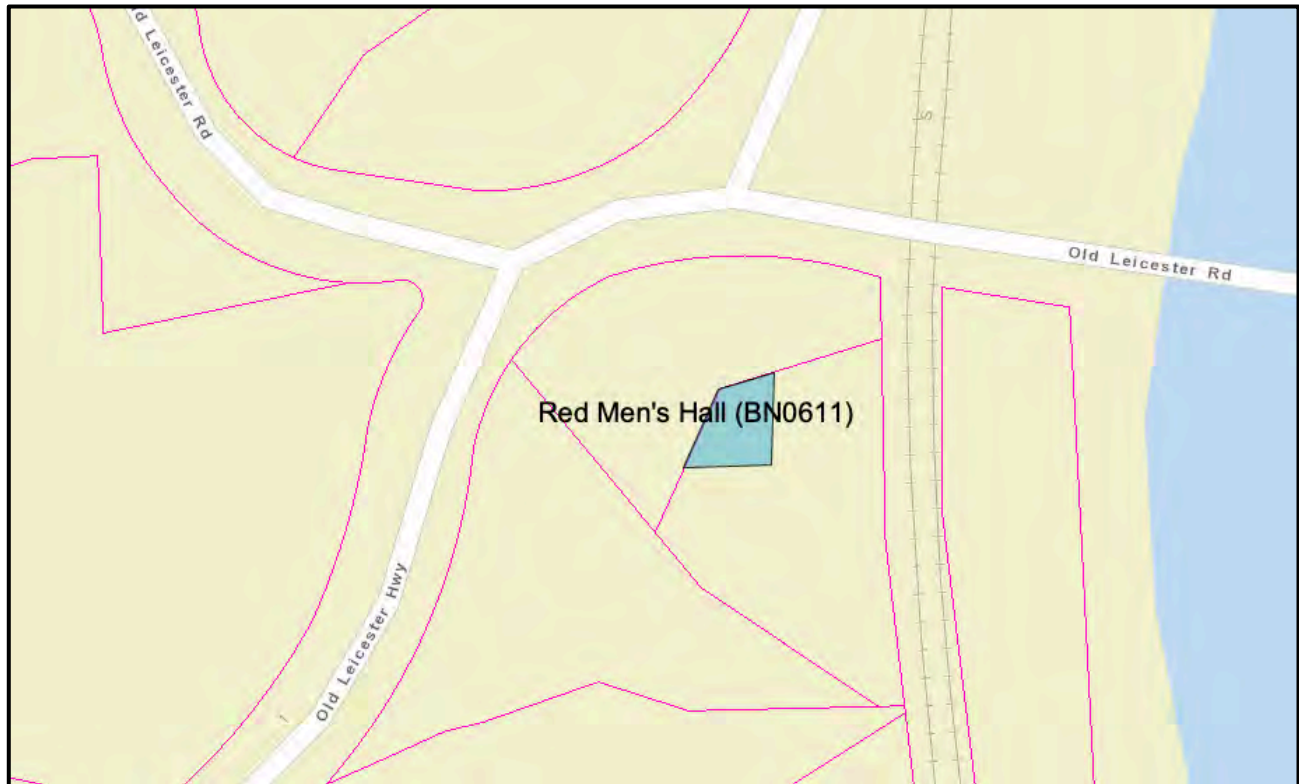
For a property to be eligible for significance under Criterion C, it must retain integrity and embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. Red Men's Hall is a mostly intact example of paneled and rusticated concrete block construction from the first decade of the twentieth century. The building represents a well-built and highly detailed form of this type of construction that enjoyed popularity in the first few decades of the twentieth century. Red Men's Hall conveys the

distinctive characteristics of its building type and is therefore recommended eligible under Criterion C, specifically in the area of architecture.

It is unlikely that additional study of this property would yield any unretrieved data not discoverable through informant interviews, building technology, and documentary sources. Therefore, Red Men 's Hall is recommended not eligible for the NRHP under Criterion D.

Boundary Description and Justification

The proposed boundary of Red Men's Hall follows a portion of the legal property line encompassing the full extent of property surrounding Red Men's Hall. (PIN 9720-93-4050-00000). The proposed boundary includes the property historically associated with the hall. The boundary has been drawn to exclude Craggy Milling Company (BN0345) and its warehouse.



National Register Boundary, created from HPOWEB

VIII. Craggy Historic District: Property Description and Evaluation

Resource Name	Craggy Historic District
HPO Survey Site Number	BN6404
Location	South side of Old Leicester Road and west side of Old Leicester Highway, on the west bank of the French Broad River, Woodfin
PIN	9720-92-5878-00000, 9720-93-4050-00000, 9720-93-3190-00000
Construction Date	Circa 1909-1920
Recommendation	Eligible under Criteria A and C



George Mayo House (left) and Craggy Milling Company (right) flanking tracks of the former Southern Railway, view to the south

Description

The Craggy Historic District, a small and compact collection of domestic, commercial, and industrial historic buildings and features, is located immediately south of bridge no. 649, also known as the Craggy Bridge, on the south side of Old Leicester Road. The community that grew up around the Craggy depot (not extant), occupies the west bank of the French Broad River and lies approximately six miles north-northwest of the heart of the city of Asheville. The closest community is Woodfin, which lies to the north, although the district is on the Leicester side of the French Broad River.

An unnamed paved lane leaves a curve in Old Leicester Highway just west of bridge no. 649 and proceeds downhill to the southeast toward the French Broad River. The lane runs along the west side of Jackson's Station (BN6406), which faces Old Leicester Highway. Red Men's Hall (BN0611) and Craggy Milling Company (BN0345) stand on the north side of the lane, while the small concrete block warehouse for the mill is south of the lane. The right-of-way of the former Southern Railway proceeds north to south through the district and separates the four buildings from the George Mayo House (BN6405), a rusticated concrete block dwelling built around 1917. The French Broad River lies just to the east and parallels the railroad tracks.



Craggy Historic District map with inventory numbers keyed to resources



North side of unnamed lane through Craggy. Craggy Milling Company with Red Men's Hall in background, view to the northwest

Inventory

1. Jackson's Store (BN6406)
22 Old Leicester Highway
Ca. 1910
Contributing building

Jackson's Store faces north toward Old Leicester Highway. A tall fence encloses the front portion of the parcel and obscures the view of the front of the building. The one-story, rectangular, rough-faced concrete block building measures 50 feet wide by 25 feet deep. A flat parapet tops the façade and the side parapets are stepped down toward the rear. Three entrances, two with replacement doors and one covered with plywood, pierce the façade. A garage bay is located on the façade's east end. Three smaller windows and a large display window—all covered with plywood—extend along the rest of the building's front elevation. The west elevation displays a garage bay with a modern door and a boarded-up window. Four small modern bays on the rear elevation contain new slider-type windows.

A long-time local resident reports that this was known as Jackson's Store. It appears to have served as a gas station and possibly an auto repair shop.

2. Red Men's Hall (BN0611)
10 Old Leicester Highway
Circa 1909
Contributing building

(See above for description and history) Red Men's Hall is a two-story, front-gabled commercial building with a stepped parapet false front. The building's exterior is made up of three types of concrete block: flat panel blocks sheathe the first level, panel blocks with a projecting center cover the upper level, and rock-faced or rusticated blocks serve as quoins.



Jackson's Store (BN6406) and Red Men's Hall (BN0611)

3. Craggy Milling Company (BN0345)
20 Old Leicester Highway
1915
Contributing building

(see above for description and history) The mill consists of a two-story, front gable main block and a one-story, shed-roofed attachment on the west elevation.



Craggy Milling Company, view to the southwest

4. Craggy Milling Company Warehouse
20 Old Leicester Highway
Circa 1920
Contributing building

A one-story, rusticated concrete block warehouse with a front gable roof stands just to the southwest and facing the mill. Vertical wood siding fills the front gable. A metal awning shades a garage bay with a multi-light and wood paneled door positioned just off-center on the façade.

Craggy Milling Company Warehouse, view to the south



The awning extends to shelter a half-glazed door to the right. A fixed-glass window is just to the right of the door. A portion of the northwest (front corner) is open and its bay trimmed in vertical wood siding.

5. Former Southern Railway Right-of-Way

Circa 1906, 1958

Contributing structure

Two sets of tracks run north to south through Craggy. The Asheville & Craggy Mountain Railroad brought the first trains along the French Broad River to Craggy in the late nineteenth century. The steam-powered line was abandoned from 1897 to 1900. The Southern Railway acquired the Asheville & Craggy Mountain Railroad in 1906 and the two lines connected at Craggy.³⁷ The depot that once stood at Craggy was likely built in the early twentieth century, but was destroyed in the flood of 1916. It was rebuilt soon thereafter. In 1958, the railway added a set of heavier steel tracks that run beneath the bridge on the west side of the river.³⁸ According to local tradition, the depot was destroyed around 1958.



Railroad tracks at Craggy. Those on the left likely date to circa 1906, the period when Southern Railway took over this route. The rails on the right likely date to 1958. View to the south

³⁷ Cary Franklin Poole, *A History of Railroading in Western North Carolina* (The Overmountain Press, 1995), 52-54; "Ayers Southern is Interested in Tracks to Grace," *Asheville Citizen-Times*, January 2, 1923; "Southern Lays New Rails in Craggy Area," *Asheville Citizen-Times*, December 3, 1958

6. George Mayo House
18 Old Leicester Highway
Circa 1917
Contributing building

The two-story, pyramidal-roofed, rusticated concrete block dwelling stands between the railroad tracks and the French Broad River and faces north, toward the site of the former depot, which is no longer extant. Square stucco-covered posts support the hip-roofed front porch, which is a later addition.

A west elevation one-story, shed-roofed storage room is not an original feature, but sits on the footprint of an original part of the house that had similar massing (see circa 1930 photograph below). On the east elevation, a modern stair leads to an upper level porch supported by tall brick posts. Windows throughout have been replaced. The principal investigators were not able to see the inside of the house, but the owner reports that he “gutted” the interior several years ago.

A small modern garage on the same parcel as the house faces west.

Local residents have little information about this house. George Mayo, a grocer, owned the property from 1909 to 1930, the period during which the house was likely built.³⁹



George Mayo House facade, view to the south

³⁹ George Mayo is listed as a grocer in Craggy in several advertisements in the *Asheville Citizen-Times* in the 1920s.



The George Mayo House is visible in this circa 1930 photo of the 1916-1917 Craggy Bridge (demolished in 1954) over the French Broad River and Southern Railway, view to the southeast. From the E.M. Ball Collection (1918-1969), Ramsey Library at UNC Asheville Special Collections and University Archives, Asheville, North Carolina



Northeast corner of George Mayo House, view to the southwest



Northwest corner of George Mayo House, view to the southeast



Modern garage north of house, view to the north-northeast

Context: Historic Districts Associated with the Development of Rail Transportation in Buncombe County

Small communities served as social and economic hubs for rural residents in Buncombe County in the nineteenth and early twentieth centuries. The challenges of mountain topography coupled with roads in poor condition made travel to larger communities like Asheville or Black Mountain difficult. As a result, places where residents were concentrated—sometimes around depots, churches, mills, or stores—became the center of rural life. Many of these communities did not present themselves as discernable enclaves. This was especially true in the southern Blue Ridge Mountains where topography often interrupted the visual connection between the places where people lived and gathered. Nevertheless, the awareness of a sense of community and social bond persevered in the collective sensibilities of residents.



John Shroat House (BN0655) on Concord Road in the Busbee Rural Historic District, view to the east

The Busbee Rural Historic District (BN6318; DOE 2018) is located in the community of Busbee, which is just east of Skyland in southern Buncombe County. The Busbee Rural Historic District contains exclusively domestic buildings dating from 1867 to 1962. In 1898, the *Asheville Daily Gazette* described the settlement as “a little hamlet, situated several miles south of this city, on the Asheville and Spartanburg R.R.”⁴⁰ Southern Railway took over the Asheville and Southern Railroad in the early twentieth century and shifted the rail stop from Busbee to Skyland. By 1916, the railroad had abandoned Busbee as a stop. Development continued into the mid-twentieth century in Busbee. A community center was built in Busbee during World War II and became a frequent host to the local home demonstration club.⁴¹ Access to Busbee was greatly improved in 1941 when the WPA hard-surfaced Mills Gap Road from Sweeten Creek Road to Cane Creek

⁴⁰ “Busbee Boycotts New Postmaster,” *Asheville Daily Gazette*, July 29, 1898.

⁴¹ “Gay Green Gives Land for Community Center,” *Asheville Citizen-Times*, October 29, 1940. The community center was demolished sometime in the early 2000s.

Road, which lies to the southeast of Busbee. Among the buildings standing at Busbee are two log dwellings from the nineteenth century, a mid-nineteenth century I-house, simple Craftsman-style weatherboard houses from the first half of the twentieth century, and a novelty log house built in the early 1960s.

The largest and most well-known railroad-related settlement in the county is Biltmore Village (BN6358; DOE 2018). Originally known as Best, George Vanderbilt transformed the sleepy railroad stop south of Asheville into a village for his estate’s workers. The Biltmore Village Historic District contains an eclectic mix of cottages, commercial buildings, and institutional buildings dating from 1896 to the present. The original buildings designed by Richard Morris Hunt and Richard Sharp Smith were completed by 1910, but construction continued into the twenty-first century. The original street plan remains mostly intact with the village common located between All Souls Church and the Southern Railway Passenger Depot serving as the village focal point. Thirty-two buildings in the Biltmore Village Historic District are contributing. Only nine are noncontributing. The intact plan devised by Frederick Law Olmstead is a contributing site in the district.



Tracks of the former Southern Railway with the 1896 former Southern Railway Depot (BN0175, NR 1979) to the right, view to the southeast

Evaluation

The Craggy Historic District is in its original location in the Craggy community of Buncombe County and therefore retains integrity of location and setting. The intact district of early twentieth century buildings and the railroad tracks retains its integrity of materials, workmanship, design, feeling, and association.

Properties can be eligible for the NRHP under Criterion A if they retain integrity and are associated with a significant event or pattern of events that have made contributions to history at the local, state, or national level. The Craggy Historic District contains the surviving buildings and structures associated with the railroad community of Craggy that grew up around the no-longer-extant Craggy depot. Craggy was the site of commercial and industrial activity and a place where people created community. It's intact composition of buildings represents the types of small rural settlements that grew up and developed along railroad tracks and around rail depots. The Craggy Historic District is eligible for the NRHP in the area of community planning and development under criterion A.

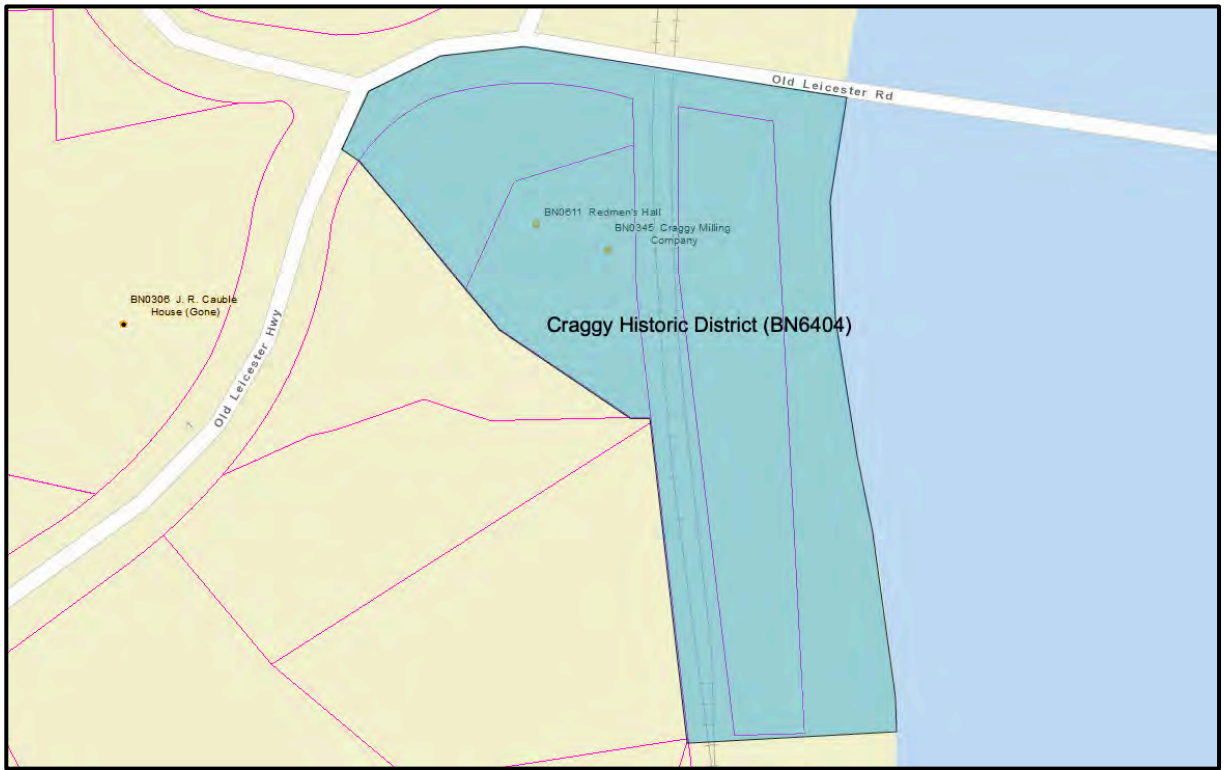
For a property to be eligible for significance under Criterion B, it must retain integrity and be associated with individuals whose activities are demonstrably important within a local, state, or national context. No one associated with the Craggy Historic District made contributions to local, state, or national history, therefore the district is not recommended eligible for the NRHP under Criterion B.

For a property to be eligible for significance under Criterion C, it must retain integrity and embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. The wood-frame mill and rusticated concrete block buildings at Craggy represent a significant concentration of early twentieth century architecture. As an assemblage, the buildings convey the distinctive characteristics of their building types and add to the discernable historic character of Craggy. Therefore, the Craggy Historic District is recommended eligible under Criterion C, specifically in the area of architecture.

It is unlikely that additional study of this property would yield any unretrieved data not discoverable through informant interviews, building technology, and documentary sources. Therefore, the Craggy Historic District is recommended not eligible for the NRHP under Criterion D.

Boundary Description and Justification

The proposed boundary for the Craggy Historic District encompasses the greatest concentration of historic resources and features that contribute to the district's significance in the areas of community planning and development and architecture. The district includes parcel 9720-93-3190-00000 containing Jackson' Store (BN6406), parcel 9720-93-4050-00000 containing Craggy Milling Company (BN0345) and its warehouse and Red Men's Hall (BN0611), and parcel 9720-92-5878-00000 containing the George Mayo House (BN6405). The boundary also includes the right-of-way of the former Southern Railway and the shoreline of the French Broad River running parallel to the George Mayo House parcel. Along Old Leicester Highway, the parcel extends to the NCDOT right-of-way. The boundary excludes the circa 1920 one-story hip-roofed dwelling at 24 Old Leicester Highway. Although immediately to the west of the district, it is significantly altered and has lost all integrity.



National Register Boundary, created from HPOWEB

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