

**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

September 26, 2019

MEMORANDUM

TO: Vanessa Patrick  
Human Environment Unit  
NC Department of Transportation

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

SUBJECT: Historic Structures Survey Report, U-5707, Extend SR 1102 from North of Steeple Run Drive to Westfield Drive, Raeford, PA 18-03-0041, Hoke County, ER 19-2693

Thank you for your August 16, 2019, memorandum transmitting the above-referenced report. We have reviewed the report and concur that the Wood's Store (HK0044) is not eligible for the National Register of Historic Places for the reasons outlined in the report.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or [environmental.review@ncdcr.gov](mailto: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](mailto:mfurr@ncdot.gov)



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY  
**ER 19-2693**

To: Renee Gledhill-Earley, NCHPO

From: Vanessa E. Patrick, NCDOT

Due -- 9/24/19

Date: August 16, 2019

Subject: *Historic Structures Survey Report. Extend SR 1102 (Gillis Hill Road) from North of Steeple Run Drive to Westfield Drive, Raeford, Hoke County, North Carolina. TIP No. U-5707. WBS No. 50158.1.1. PA No. 18-03-0041.*

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2692

The North Carolina Department of Transportation (NCDOT) is conducting planning studies for the above-referenced project. Enclosed for your review is a report presenting the evaluation of historic architectural resources in the U-5707, Hoke County project area (one hard copy and one CD-ROM). Survey photographs, GIS data, and a site form are included on the CD-ROM, and a hard copy of the site form is also provided.

The report considers one resource – Wood’s Store (HK0043) -- and recommends it as not eligible for listing in the National Register of Historic Places. Initial screening of the project area by NCDOT Historic Architecture identified which resources warranted additional study.

We look forward to receiving your comments on the report. Should you have any questions, please do not hesitate to contact me at [vepatrick@ncdot.gov](mailto:vepatrick@ncdot.gov) or 919-707-6082. Thank you.

V.E.P.

Attachments

**HISTORIC STRUCTURES SURVEY REPORT  
EXTEND SR 1102 (GILLIS HILL ROAD)  
FROM NORTH OF STEEPLE RUN DRIVE TO WESTFIELD DRIVE  
RAEFORD, HOKE COUNTY, NORTH CAROLINA**

**TIP PROJECT U-5707  
WBS NO. 50158.1.1  
PA TRACKING NO. 18-03-0041**

**PREPARED FOR:  
RS&H  
1520 South Boulevard, Suite 200  
Charlotte, NC 28203**

**and**

**North Carolina Department of Transportation  
Division 6**

**PREPARED BY:  
*Commonwealth Heritage Group, Inc.*  
P.O. BOX 1198  
201 WEST WILSON STREET  
TARBORO, NORTH CAROLINA 27886**

**Shannon Winterhalter  
*Architectural Historian***

**and**

**Megan Funk  
*Architectural Historian***

**NCR-0807**

**JULY 2019**

**HISTORIC STRUCTURES SURVEY REPORT  
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**Megan Funk  
*Architectural Historian***

**NCR-0807**

**JULY 2019**

*Shannon Winterhalter*

**Shannon Winterhalter, Principal Investigator  
Commonwealth Heritage Group**

07-31-2019

**Date**

**Mary Pope Furr, Supervisor  
Historic Architecture Group, NCDOT**

**Date**



## MANAGEMENT SUMMARY

The North Carolina Department of Transportation (NCDOT) proposes to extend Gillis Hill Road State Route (SR) 1102 (Gillis Hill Road) in Raeford, Hoke County. The Area of Potential Effects (APE) equates with the study area and is an irregular shape that follows Gillis Hill Road just east of its intersection with Steeple Run Drive and then encompasses a large area to the south centered around the intersection of Rockfish Road, Lindsay Road, Phillipi Church Road, and the Aberdeen and Rockfish Railroad. The project is included in the North Carolina State Transportation Improvement Plan (STIP) as Project Number U-5707 and is state funded. Federal permits are anticipated.

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

This report represents the documentation of one property located within the APE for this project, as per Section 106 of the National Historic Preservation Act of 1966. For the preparation of this evaluation report, the Commonwealth Heritage Group, Inc. (Commonwealth), architectural historians conducted architectural analysis and in-depth National Register of Historic Places (NRHP) evaluation of the requested property in the study area. Field documentation included notes, sketch maps, and digital photography. Background research was conducted at the Hoke County Register of Deeds online, in addition to using other online sources. This report recommends Wood's Store as not eligible for listing in the NRHP.

<b>PROPERTY NAME</b>	<b>HPO SSN</b>	<b>ELIGIBILITY DETERMINATION</b>	<b>CRITERIA</b>
Wood's Store	HK0043	Not Eligible	-



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## METHODOLOGY

For the preparation of this report, the Commonwealth architectural historian conducted architectural analysis and in-depth NRHP evaluations of the requested properties in the study area in May 2019. Field documentation included notes, sketch maps, and digital photography. Background research was conducted at the Hoke County Register of Deeds online, in addition to using other online sources. This report includes the architectural analysis and in-depth evaluation of one property in the Area of Potential Effects (APE): Wood's Store (HK0043). This report is on file at NCDOT and is available for review by the public.

Commonwealth prepared this historic architectural resource evaluation report in accordance with the provisions of the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation*,<sup>1</sup> NCDOT's *Survey Procedures and Report Guidelines for Historic Architectural Resources*, and the North Carolina State Historic Preservation Office's (HPO's) *Report Standards for Historic Structure Survey Reports*. Resources are evaluated according to NRHP criteria. The location of the project area and the evaluated resource are shown in Figures 1 and 2.

## PHYSICAL ENVIRONMENT

The study area is located west of Fayetteville, Cumberland County and east of Raeford, Hoke County and is crossed by a branch of Aberdeen and Rockfish Railroad. It is characterized by a mix of commercial and residential development, with commercial development concentrated at the western and eastern ends and both forms of development in the center. A number of residential streets extend from Rockfish Road and lead to neighborhoods with sinuous streets and roughly rectangular parcels with average sized single-family dwellings that date to the late 1990s. An exception to this property type is the Wood's Store (HK0043), which is located centrally within the area of potential effects. The parcel is just south of the Y intersection formed by Rockfish Road and Lindsay Road and the Aberdeen and Rockfish Railroad. The parcel measures under one acre and only contains the store. The adjoining parcels are characterized by large mid-century vernacular residences, modern commercial development, and other structures like a modern fire station and a modern religious school.

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<sup>1</sup> National Park Service, 2017. 48 CFR 44716; 36 CFR Part 800; 36 CFR Part 60.



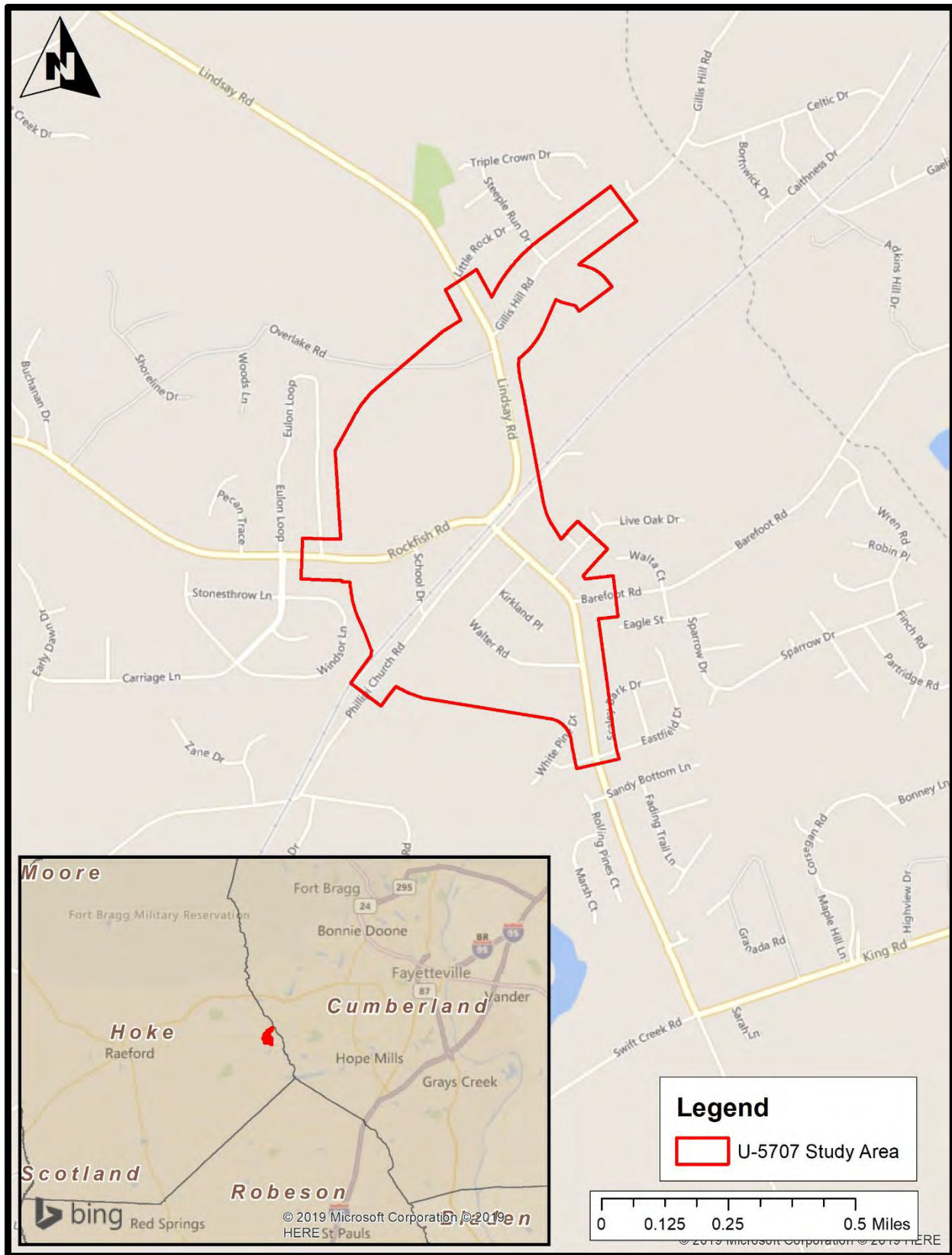


Figure 1: Project Location.





Figure 2: Area of Potential Effects.



## NATIONAL REGISTER ELIGIBILITY EVALUATION

Resource Name:	Wood's Store
NCDOT Survey Site Number:	001
HPO Survey Site Number:	HK0043
Location:	7569 Rockfish Road
Parcel ID:	494850301037
Dates(s) of Construction:	Ca. 1920
Recommendation:	Not Eligible



Figure 3: Wood's Store, Looking North.

### Setting

The store is located on the southeastern corner of the intersection of Rockfish Road and John Deere Drive, just south of the Rockfish and Aberdeen Railroad. The store is oriented toward Rockfish Road with little to no buffer separating the building from the street. The building is located approximately 100 feet south of the railroad, separated by John Deere Drive, a dirt path that runs parallel to the railroad for approximately 0.2 miles prior to terminating. There is an informal paved shoulder that runs in front of the store and widens to the south providing access between the store and the properties to the south on Rockfish Road. To the southwest, directly across Rockfish Road, is the Rockfish Fire Department. The area directly southeast of the store is largely comprised of modern commercial buildings, and an educational facility (Rockfish Christian Academy). The area directly to the rear of the store is characterized by residences that



date from the mid-to -late-twentieth century and front John Deer Drive. The area to the north is defined by the railroad, which intersects Rockfish Road just north of the property. Just north of the railroad, Lindsay Road meets with Rockfish Road and veers slightly west. This intersection of multiple roads and forms of transportation creates an irregular setting for the former Wood's Store (Figure 4).

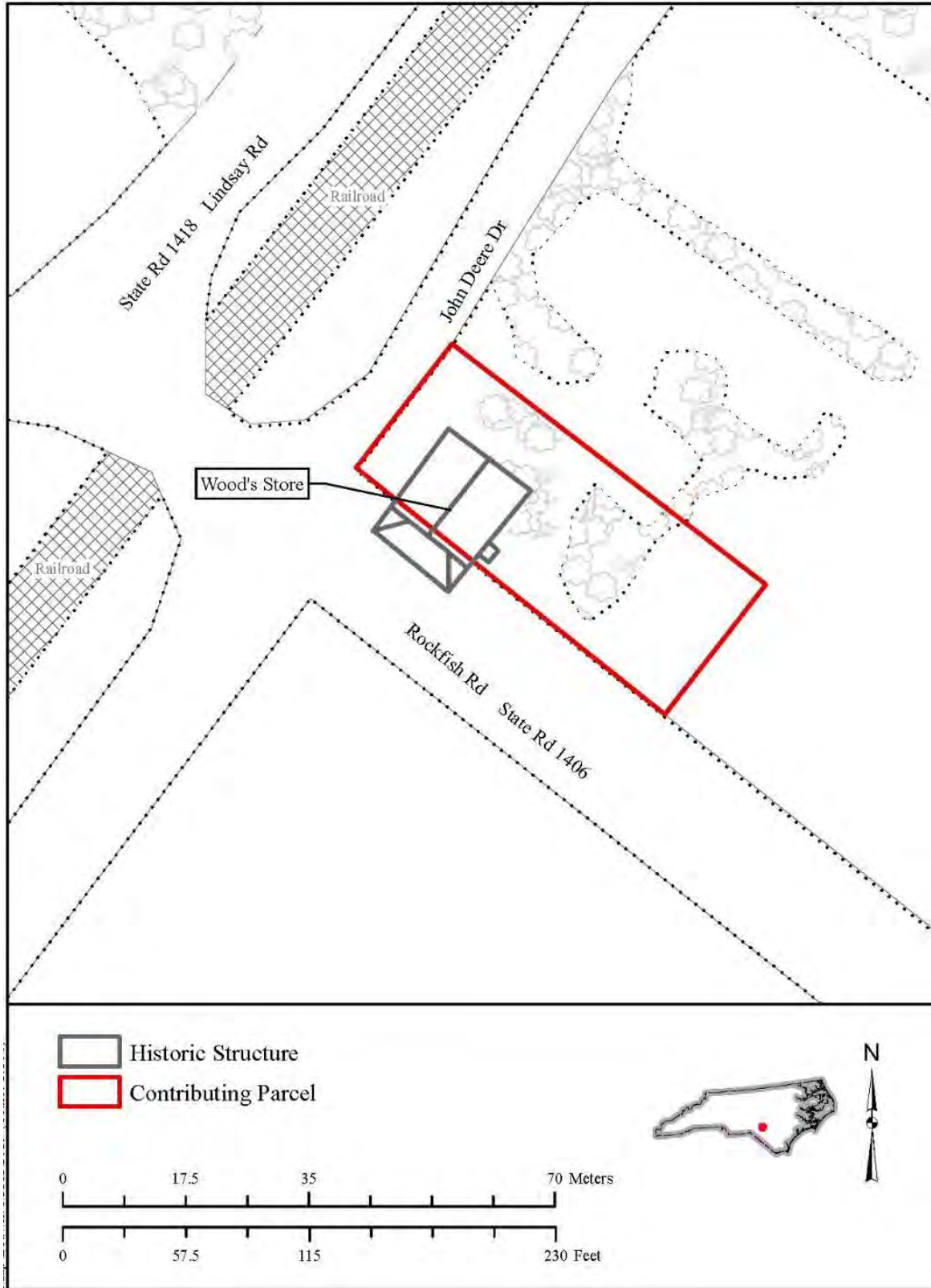


Figure 4: Sketch Map of Wood's Store.

## Property Description

### *Exterior*

The store is a one-story commercial building of frame construction resting on a concrete-slab foundation. It is sheathed in weatherboards, and its front-gabled roof is clad in standing-seam metal (Figure 5). The building appears to have originally featured detailing such as exposed rafters, but, typical of a rural commercial building, little other stylistic detailing is visible. The building has a full-width hip-roofed porch that is also clad with standing-seam metal. The porch is supported by three evenly spaced brick piers, and the peak of the gable, which contains a small slatted attic vent, is visible above the porch. The central brick pier has a rectangular opening with an interior wood surround. The function the opening was not entirely clear, and no comparison properties had similar features making it difficult to determine its use. However, there is a long metal pipe that extends from the ground to the top of the pier and is only present on this central pier. Given the building's history as a service station and lack of evidence of pumps elsewhere it is possible that the opening and pipe relate to the location of the gas pump. Alternatively, the opening is similar in size to some mailboxes and could have functioned as a drop off location for outgoing mail (Figure 6).

The porch shelters a symmetrical façade with an entryway flanked by paired two-over-two horizontal pane wooden sash windows. The entryway has double-leaf wooden doors, each with three inset panels on the lower half, and four glazed panes on the upper half (Figures 7). The windows are tall, rising to the ceiling of the porch, and have a simple wooden surround (Figure 8). Vertical metal bars are attached to the exterior. A small shed-roofed wing with a pedestrian



Figure 5: Wood's Store, Looking Southeast.



Figure 6: Wood's Store Brick Pier Opening and Pipe, Looking North.

door is located on the southern elevation, near the façade. It is largely obstructed by overgrown vegetation (See Figures 3 and 9).

The north (side) elevation contains one window opening on its westernmost end. The window appears to be a six-over-six wooden sash window but is currently in a state of disrepair (Figure 10). It has the same surround as the windows on the façade. Adjacent to the window is a wooden sign board that is heavily deteriorated and not completely legible. However, the words “service” and “parts” are partially visible, illustrating at least one phase of the structure’s history as an auto service station and store. The remainder of this elevation is blind.

The rear portion of the store is largely obstructed by overgrown vegetation but appears to have a central pedestrian entrance and two window openings. One window opening is boarded over, and the other has metal bars attached on the exterior. They appear to be similar in size of those found on the façade (Figures 11 and 12).

No extant features associated with gas pumps were visible on any elevation of the building other than the shed-roofed porch that likely served as a canopy over the pumps. It is possible that many of these features were removed to better suit the building’s most recent use as a small engine repair shop.



Figure 7: Wood's Store, Detail of Double-Leaf Door, Looking North.



Figure 8: Wood's Store, Detail of Window, Looking North.



Figure 9: Wood's Store, Looking Northwest.



Figure 10: Wood's Store, Looking East.



Figure 11: Wood's Store, Looking Southeast.



Figure 12: Wood's Store, Looking Southeast.

*Interior*

The store was condemned at the time the survey was conducted and did not appear safe to enter. Attempts to reach the property owner were also unsuccessful, and the interior was not able to be viewed by the surveyor beyond what was visible through windows. Visibility, however, was still limited as the interior of the store was in a state of disarray and made it difficult to see the division of space. A large room accessible through the main entrance was evident with a smaller rectilinear room to the south. The main room appeared to contain some free-standing shelving along the walls.



## Historical Background

The former Wood's Store is thought to have been constructed around 1920, only a few years after Hoke County was formed from the western portions of Cumberland and Robeson Counties in 1911.<sup>2</sup> Today, it is located in eastern Hoke County in a portion that once belonged to Cumberland County. It is centrally located in the Rockfish community, which at the time of its construction was enjoying the profits of the introduction of the Aberdeen and Rockfish Railroad. The railroad connected Rockfish with Raeford to the west and Fayetteville to the east. Also of note is the establishment of Camp Bragg, which encompasses the northern third of Hoke County. Established in 1918, the camp became Fort Bragg in 1922. In the early twentieth century, industries like cotton were still economically dominant in the area and the amount, of ginned cotton rose from 7,752 bales in 1916 to 11,607 by the beginning of 1918.<sup>3</sup> The establishment of Wood's Store was a product of the increase in popularity of automobiles and the business brought to Rockfish by the railroad in the early to mid-twentieth century (Figure 13).



Figure 13: EMD F-3 #200, Rockfish North Carolina, April 1957 (Aberdeen & Rockfish Railroad Company).

The exact date the store was constructed is not clear and tax assessor data shows no construction date. However, a previous historic structures survey report for the Fayetteville Outer Loop (1998) states that it was constructed around 1920.<sup>4</sup> Its simple utilitarian design and the fact that

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<sup>2</sup> "Hoke County (1911)," North Carolina History Project, <https://northcarolinahistory.org/encyclopedia/hoke-county-1911/>, accessed June 6, 2019.

<sup>3</sup> *Hoke County Centennial*, page 3.

<sup>4</sup> North Carolina Historic Preservation Office (NCHPO), Survey File, CD0210.

it was constructed adjacent to the 1902 railroad<sup>5</sup> suggests that the building likely dates from the first few decades of the twentieth century. The existing survey file also states that the building functioned as a store and service station, which is typical of Post-WWI commercial buildings in the rural United States. Adding credence to this theory is a 1921 soil map of Hoke County that shows a building in the location of the resource (Figure 14).

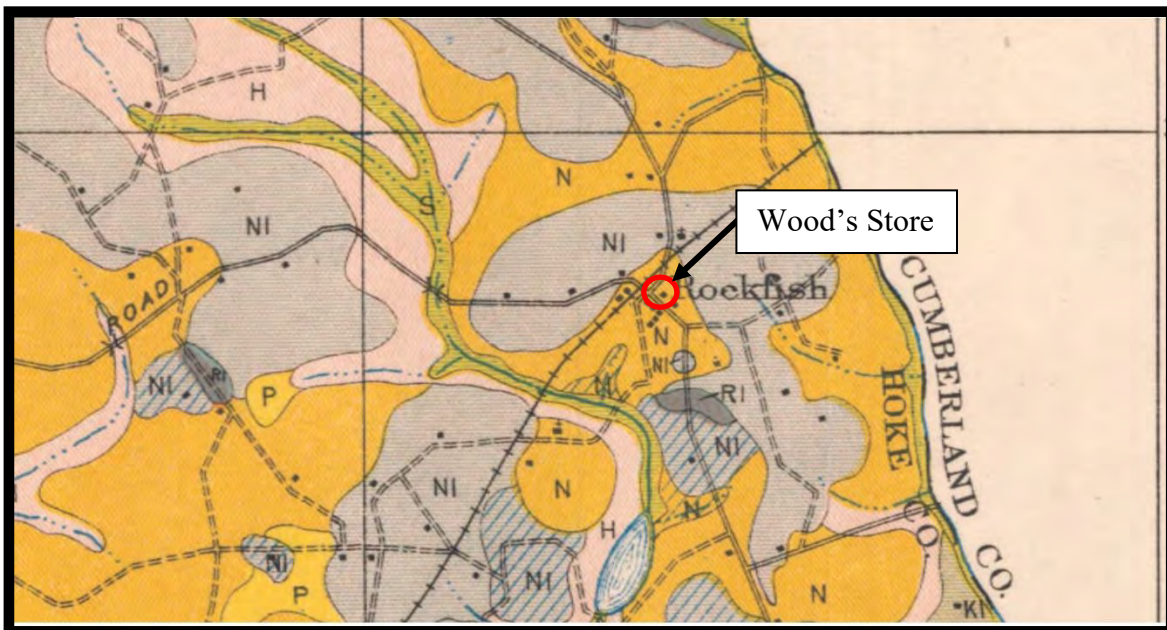


Figure 14: Soil Map of Hoke County, 1921 (North Carolina Maps).

The history of the land itself is also somewhat unclear. Based on deed records, the Wood family had significant landholdings in the Rockfish area. The Woods first appear in the vicinity when Young Wood, born 1853 and died 1927, was listed on the 1910 census in Cumberland County.<sup>6</sup> He is characterized as a general farmer, married to Media Eliza Barefoot Wood. Prior to arriving in Cumberland County, the family lived slightly north in Johnston County, North Carolina.<sup>7</sup> The couple had several children, one of which was already out of the house at this time, Allen Whitfield Wood.

Allen W. Wood (sometimes recorded as A. W. Wood) was born in Johnston County around 1891. By 1910, when his parents had moved to Cumberland County, Allen was no longer listed as living in the household. It seems he moved from North Carolina and is listed as working as a clerk in a Railroad Freight office and living in Marlboro County, South Carolina in 1920.<sup>8</sup> He was living there in 1917 when he enlisted in the Navy and served in WWI. A. W. returned to South Carolina after the war, as evidenced by the 1920 census. It's unclear exactly when he returned to North Carolina, but in the early 1920s he married Mary Kate Easterling of South

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<sup>5</sup> "A&R History," Aberdeen & Rockfish R.R. CO., [https://www.aberdeen-rockfish.com/html/a\\_r\\_history.html](https://www.aberdeen-rockfish.com/html/a_r_history.html), accessed June 6, 2019.

<sup>6</sup> US Census, 1910.

<sup>7</sup> US Census, 1900.

<sup>8</sup> US Census, 1920.

Carolina, and the two moved to North Carolina shortly thereafter. The 1930 census shows A. W. as living in McLauchlin Township in Hoke County with Mary Kate and their children. He is employed as a merchant in a grocery store.<sup>9</sup> The 1940 census shows them living in Rockfish, in Hoke County where he was the operator of a service station and working on his own account.<sup>10</sup> It is possible that both of these businesses were housed in the studied building.

How the couple came to own and open the store is unclear as well. A. W. Wood is shown as a landholder in the vicinity of the future Wood's Store as early as 1923.<sup>11</sup> He continued to acquire land during the 1920s and 1930s from several landholders in Rockfish, 53 acres of which was from his older brother Elijah B. Wood and his wife, Mary.<sup>12</sup> A 1932 deed records the purchase of several acres of land in the vicinity of the Aberdeen and Rockfish Railroad in Rockfish by A.W. and Mary Kate Wood for \$535.<sup>13</sup> However, this purchase occurred a few years after Wood was listed as a grocery store merchant in the 1930 census, and several years after the store's ca. 1920 construction date. These deeds, along with the 1930 census, indicate that the store was likely constructed sometime after 1923 and before 1930.

A.W. and Mary Kate had several children, one of which they named after A. W.'s father. Young McDonald "Donald" Wood was born in 1930 and died in 1977. He married Betty Ann Baker in November of 1950. A deed recorded in 1953 shows a transfer of land in the vicinity of the store from A. W. and Mary Kate Wood to Donald and his new wife.<sup>14</sup> Donald died of a sudden heart attack in 1977, and his obituary states that when he graduated from Hoke County High he worked for several years at US Rubber prior to returning to "work with his daddy at Rockfish in Wood's Grocery."<sup>15</sup> This places the ownership of the store in the mid-twentieth century under A. W. Wood. A 1938 Hoke County Highway map also shows a store in the location of Wood's Store (Figure 14). After A. W. died the land passed to Mary Kate. When she died in 1992, she divided the land among her children, including Donald.

After Donald's death in 1977, Betty married Miller Cook in 1979 and remained married until 1992. Betty inherited Donald's portion of the land from his mother, and according to the Hoke County Tax Assessor, she is still the owner of the parcel, though she died in April of 2005. The studied property along with other Wood family land in the county seems to have come to a number of different fates. It seems that after her death the studied property fell into disrepair and was eventually condemned, while other portions of the Wood property, some prior to Betty's death, were purchased by developers and populated with houses.

A 2014 court case in the general court of justice superior court division describes the complexity of the land division following the death of Donald. Barry B. Wood was the son of Donald and

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<sup>9</sup> US Census, 1930.

<sup>10</sup> US Census, 1940.

<sup>11</sup> Hoke County Deed Book 38, page 296.

<sup>12</sup> Hoke County Deed Book 50, page 83; Hoke County Deed Book 48, page 79; and Hoke County Deed Book 57, page 258.

<sup>13</sup> Hoke County Deed Book 65, page 77.

<sup>14</sup> Hoke County Deed Book 96, page 424.

<sup>15</sup> "Young McDonald 'Donald' Wood, Sr.," Find a Grave, <https://www.findagrave.com/memorial/168829188/young-mcdonald-wood>, accessed June 6, 2019.

Betty (the listed owner of the property) and passed away in February 2018. His obituary mentions his involvement at Wood's Small Engine Repair Shop, likely the former Wood's Grocery and Service Station.<sup>16</sup> This suggests the business was in operation possibly into the early twenty-first century. Based on previous documentation on Google Street View, it appears the store was abandoned as early as 2012.

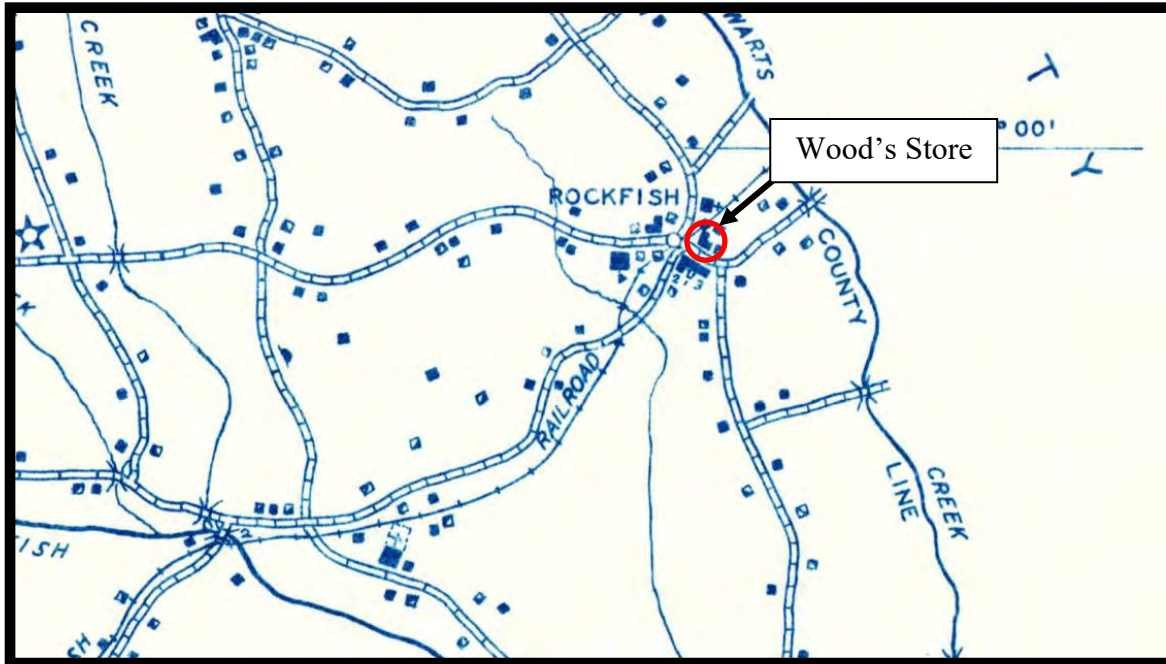


Figure 15: Hoke County Highway Map, 1938 (North Carolina Maps).

During this time, the landscape of eastern Hoke County changed significantly due to the development of residential neighborhoods to the southwest and southeast on former agricultural land. The majority of this development occurred between 1993 and 1999, vastly changing the landscape of the small community. Though the Wood's Store property has for the most part evaded development, much of the land once owned by the Wood family in Hoke County has succumbed to development. Between 1993 and 1999, the pace of commercial and residential development increased on almost every side of the parcel (Figures 16 and 17). Today, the parcel measures just under one acre and contains only the store. Though some equipment related to its use as a small engine repair shop remains inside the building (suggesting it was abandoned), not much in the way of its function as a service station or store is apparent from the current state of the building. Commercial properties that immediately surround the store are modern.

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<sup>16</sup> "Barry B. Wood," February 13, 2019, <https://news-journaldeaths.blogspot.com/search?q=Wood>.



Figure 16: 1993 Aerial Image, Showing Wood's Store and Agricultural Land (Google Earth Pro).



Figure 17: 1999 Aerial Image, Showing Wood's Store and Residential Development (Google Earth Pro).

## **NRHP Criteria Evaluation**

For purposes of compliance with Section 106 of the NHPA, the former Wood's Store is recommended not eligible for the NRHP.

### *Integrity*

The store remains in its original location and though its immediate setting has been minimally altered, the area around it is now characterized by planned neighborhoods and modern commercial buildings. The store retains some level of historic integrity regarding design, materials, and workmanship. These retained qualities are expressed in its form, and simple decorative features. However, the physical condition of these visible characteristics is extremely poor and may be irreversible after what appears to be several years of abandonment. Furthermore, though not always a clear indicator of the integrity of a historic building or structure, the store has been condemned by officials. The property is also no longer used for any of its historic or non-historic functions thus compromising its association with early twentieth-century commerce and its feeling as a ca. 1920 grocery store and service station.

### *Criterion A*

The former Wood's Store is recommended not eligible for the NRHP under Criterion A (Event). To be eligible under Criterion A the property must retain integrity and must be associated with a specific event marking an important moment in American prehistory or history or pattern of events or historic trends that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well.

The former Wood's Store is historically associated with rural commercial development in the early-twentieth century as a grocery store, filling station, and later service station. Though the form of the building is still easily identifiable as a general store or filling station, it does not retain a sufficient level of integrity to serve as a good representation of early-twentieth-century commercial patterns in rural communities. Therefore, this resource is not a good embodiment of historical commercial activity in rural Hoke County. The 1998 Fayetteville Outer Loop Historic Structures report recommended this resource eligible under Criterion A for Commerce (SHPO concurred). However, the integrity of the building has drastically changed since the report was written, and the building no longer meets the standards for this criterion. No other pattern of events was identified for the property and therefore it is recommended not eligible under Criterion A.

### *Criterion B*

The former Wood's Store is recommended not eligible for the NRHP under Criterion B (Person). For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e., individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification for significance is that it was owned or used by a person who is or was a member of an identifiable profession, class or social or ethnic group.

The property is historically associated with the Wood family, whose productive life was spent operating Wood's Grocery, later Wood's Small Engine Repair. Research did not reveal their activities to be historically significant within the local, state, or national historic context. Therefore, the property is recommended not eligible under Criterion B.

### *Criterion C*

The former Wood's Store is recommended not eligible for the NRHP under Criterion C (design/construction). For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction.

The rural store emerged as a popular building type following the devastation of the Civil War, which nearly decimated the southern economy. During this era, families struggled to obtain necessary goods due to the weakened economy as well as dramatic increases in the cost of basic staples. To do so, they often bartered against future crop yields, purchasing what they needed at the time and paying for it after their crops were sold. This created an opportunity for those who could afford to operate a store and stock it with daily goods or agricultural equipment that could not be produced by farm families themselves.<sup>17</sup>

As the economy improved, and the purchasing power of families and individuals increased, so did the opportunities for entrepreneurs. Many farmers, particularly those who owned land along well-travelled roads or at intersections, added stores to their property to supplement their incomes. They sold basic goods and sometimes specialty products in an attempt to diversify themselves from other stores. The construction of the railroad through many small towns and remote areas, such as Rockfish, also brought additional opportunities for commerce and made it easier for owners to receive goods, particularly from far off places. Similarly, the growing popularity of the automobile introduced the need for fuel pumps and provided rural stores with even more relevancy in the early twentieth century economy.<sup>18</sup>

The rural stores that were established during the Reconstruction era and early twentieth century, took on many forms, but most adhered to a one- to two-story form with a rectangular footprint and a gabled roof. They were more often than not of frame construction, clad with weatherboard siding and had full-width front porches. These stores were typically modest in size as well as architectural detail.<sup>19</sup> Consistent with this building type, Wood's Store is a one-story, vernacular commercial building with a full-width porch and little architectural adornment outside of its exposed rafter tails. It is also sited at the intersection of a railroad and what was once a frequently traveled road.

In-person observation of rural Hoke County, particularly the area along the railroad and at prominent crossroads, revealed no historic resources of comparable scale or material to Wood's

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<sup>17</sup> Heather Fearnback, *Historic Architectural Resources Survey Report: Historic Store Context Burke, Caldwell, Cleveland, McDowell, and Rutheford Counties. Mitigation for the Widening of Enola Road (SR 1922/1924) in Morganton, Burke County*. Report on file at the NCHPO, p. 6-7.

<sup>18</sup> *ibid.*

<sup>19</sup> *ibid.*, p. 71.

Store. For this reason, HPOWeb was searched for “store”, “grocery”, “filling station”, and “service station” but also revealed no comparable resources in the county. Most of the surveyed resources listed for Hoke County are categorized as houses, or unspecified commercial buildings and are located in or around the county seat of Raeford. In an effort to find stronger comparable examples, the surrounding counties were searched for similar criteria. However, many of the resources identified in surrounding counties also differed from the studied property in that they were two- or three-story masonry structures located in more urban environments and finished with more articulated architectural styles. The low number of modest rural commercial properties to compare with the studied resource is indicative of the growth and development that is currently reshaping this region of North Carolina and leaving the rural store as a rare resource in the area.

One similarly scaled example is a store at 7635 Rhodes Pond Road (CD1483, Figure 18). Surveyed in conjunction with a ca. 1920 Craftsman-style dwelling, the store has been moved twice, once from Sampson County to Rhodes Pond, where it served as a shop, then to its current location in the early 2000s.<sup>20</sup> The frame store was likely constructed between the late nineteenth and early twentieth century, has a “boomtown” façade with a stepped-gable, and is similar in scale and massing to Wood’s Store. It has a central entrance flanked by barred window openings under a one-story porch. Like Wood’s Store, its original siding is still intact along with some



Figure 18: Rhodes Pond Store (CD1483), Looking North.

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<sup>20</sup> Commonwealth Heritage Group, “Historic Structures Survey Report, Widen I-95 to Eight Lanes, From I-95 Business/US 301 (Exit 56) to I-40 (Exit 81), Cumberland, Harnett, and Johnston Counties, North Carolina,” TIP Project I-5986, August 2018, p. 70-79. Report on file at the NCHPO.



original fenestration and doorways. The front doors of the store have been left open, and while the ceiling and walls of the interior appear to be intact, the floor is overgrown with vines and scattered with debris. Though the Rhodes Pond Store was not evaluated as a primary resource, the property overall was recommended not eligible due to its lack of physical integrity. Wood's Store has remained in its original location since its construction but has fallen into a deeper state of disrepair than the Rhodes Pond Store and thus retains even less integrity than this ineligible resource.

Another comparison property was found in the White Oak Business District (BL0253) in Bladen County (Figure 19). Similar to Rockfish, White Oak is a small crossroads community with a handful of rural commercial buildings and residences rather than a densely concentrated downtown core. The 1897 wooden frame store is similar to Wood's Store both in scale and form, though the White Oak store has a small shed-roofed addition, while Wood's Store has maintained its original footprint.<sup>21</sup> The White Oak store, which dons the name "Ole Country Store," also has been modernized with a poured concrete slab in front of the store and a cantilevered awning indicating its later use as a fueling station. Though it is a different articulation of the rural store and filling station, the White Oak store is a more intact example of a late nineteenth/early twentieth century commercial resource in a rural area and serves as a better example of a building associated with the evolution of early twentieth century commerce.



Figure 19: Store (BL0253), Looking North.

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<sup>21</sup> Bladen County Government, Tax Administration Record Search, PIN 038600734680, <http://bladen.ustaxdata.com/building.cfm?ownerID=0515638&parcelID=0022512&groupParcel=038600734680>, accessed July 31, 2019.



Figure 20: Store (CD1441), Looking Southeast.

It is also a part of a collection of rural commercial structures providing it with even greater integrity in terms of setting, feeling and association.

A final example found in the region is CD1441 just south of Fayetteville (Figure 20). The 1928 store is similar to Wood's Store in that it has a frame structure and is clad with weatherboard siding but differs in that it is side gabled and has an integral full-width front porch. This side-gabled form is relatively unusual for the building type but displays how stores were constructed to fit the needs of their site or the preferences of their owners. Additionally, this store does not exhibit any evidence of a detached canopy, which could suggest that it was never fitted for fuel service, or that the fuel pumps were either sheltered by the porch or unsheltered. HPOWeb notes that the building has an undetermined eligibility and an associated report states that additional study is needed to determine eligibility. Although it appears to be missing windows and doors, the overall structure seems sound with intact openings and in terms of integrity it is a better representation of early-twentieth century commercial activity in the area.<sup>22</sup>

These resources display the diversity of early twentieth-century rural commercial architecture in Hoke, Cumberland, and Bladen Counties and serve as examples of how the building type was constructed and adapted to fit the needs of its respective community. The stores also display the

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<sup>22</sup> Dovetail Cultural Resource Group, *Architectural Reconnaissance Survey of the Atlantic Coast Pipeline Project Corridor, Northampton, Halifax, Nash, Wilson, Johnston, Sampson, Cumberland, and Robeson Counties, North Carolina*, Multi County Report #743, ER 14-1475, 2016, <https://files.nc.gov/ncdcr/historic-preservation-office/PDFs/ER%2014-1475.pdf>, accessed June 3, 2019.

varied states of disrepair exhibited by commercial properties in the area, some of which are relatively well-preserved and others of which exhibit extensive deterioration, negatively impacting their ability to illustrate their historic function. The resources also show that some stores were able to maintain businesses similar to their original use until recent years, such as the store in White Oak.

While none of these are listed on the NRHP, they each represent a more intact example of a rural store and better fulfill the requirement for a resource to “have the essential physical features that enable it to convey its historic character or information.”<sup>23</sup> Due to the poor condition of Wood’s Store, including its damaged roof and side elevation and missing fuel pumps, a different store, even one with some alterations or missing elements, would serve as a better example of the building type. For these reasons, the former Wood’s Store is recommended not eligible for listing in the NRHP under Criterion C for architecture.

#### *Criterion D*

The former Wood’s Store is recommended not eligible for the NRHP under Criterion D (potential to yield information). For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history and prehistory, and 2) the information must be considered important.

The property is not likely to yield any new information pertaining to the history of building design and technology and is therefore not recommended eligible under Criterion D.

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<sup>23</sup> National Park Service, 2018. National Register Bulletin No. 15. How to Apply the National Register Criteria for Evaluation, p. 47.

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