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

November 23, 2020

Clinton Jones
Tennessee Valley Authority
Cultural Compliance
400 West Summit Hill Drive
Knoxville, Tennessee 37902

cjones5@tva.gov

Re: Install two new tower structures within at Hanging Dog Substation, Hiwassee HP-Murphy 161kv transmission line, near 2837 Joe Brown Highway, Murphy, Cherokee County, ER 20-1495

Dear Mr. Jones:

Thank you for your email of September 18, 2020, transmitting the Historic Structure Survey Report (HSSR), "TVA Hanging Dog Substation Project, Cherokee County, North Carolina, ER 20-1495" prepared by TRC Companies, Inc. We have reviewed the HSSR and offer the following comments. We apologize for the delay in our response and any inconvenience it may have caused.

We concur that the following properties are not eligible for listing in the National Register of Historic Places for the reasons listed in the report. We do not recommend changes to the HSSR and accept this draft as the final version.

- CE0245 – Service Station
- CE0246 – House
- CE0247 – Hiawassee Baptist Church

However, we note reference to survey report standards from 2016 and that context discussions, specifically for CE0245, are not as thoroughly investigated as is required in the most recent standards update. Be advised that the NCHPO Environmental Review Branch Historic Structure Survey Standards were updated in 2019 and should be used for future Section 106 survey reports. The updated standards can be found on our website (https://www.ncdcr.gov/state-historic-preservation-office/environmental-review/historic-structure-survey-report-standards).

We have determined that there will be no historic structures affected by the proposed project.

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.

Sincerely,

Renee Gledhill-Earley

for Ramona Bartos, Deputy
State Historic Preservation Officer

Cc Michaelyn Harle, TVA mharle@tva.gov
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Annie Macdonald, NCHPO

Location: 109 East Jones Street, Raleigh NC 27601 **Mailing Address**: 4617 Mail Service Center, Raleigh NC 27699-4617 **Telephone/Fax**: (919) 814-6570/814-6598

Draft: Phase I Architectural Survey

TRC Project Number: 397124

August 2020

TVA Hanging Dog Substation Project, Cherokee County, North Carolina

ER 20-1495

Prepared For:
Tennessee Valley Authority
400 Summit Hill Drive
Knoxville, TN 37902

Prepared By:
TRC Companies, Inc.
1865 Air Lane Drive, Suite 9
Nashville, Tennessee 37210

Draft Report: Phase I Architectural Survey for the Proposed Tennessee Valley Authority Hanging Dog Substation Project, Cherokee County, North Carolina

ER 20-1495

Prepared for:
Tennessee Valley Authority
400 W. Summit Hill Drive
Knoxville, TN 37902

Submitted by:

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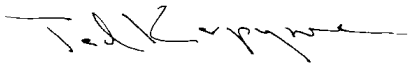
TRC Project Number: 397124



Ted Karpynec, MS, Principal Investigator

Authored by Ted Karpynec

August 2020

Management Summary

Under contract with the Tennessee Valley Authority (TVA), TRC Companies, Inc. (TRC) conducted a Phase I survey of architectural resources in preparation for TVA's proposed Hanging Dog Substation project in Cherokee County, North Carolina (the Project). The Project involves the construction of two new transmission line (TL) poles (52A and 52B) that will tap into the Hanging Dog Substation, which is owned and operated by Blue Ridge Mountain EMC. Electricity to the substation will be carried by the two new TLs poles and supplied from TVA's existing Hiwassee HP-Murphy 161-kV TL. In addition, the Project includes a 200-foot fiber-optics line that will be buried between the two new TL poles and connect to the Hanging Dog Substation. The architectural survey was performed in compliance with Section 106 of the National Historic Preservation Act (as amended) and its implementing regulations at 36 CFR §800.

The architectural investigation included a 0.8 km (0.5 mi) survey radius surrounding the proposed locations of TL poles 52A and 52B. The area of potential effects (APE) for the architectural survey included any areas visually connected to the Project site located within a 0.8 km (0.5 mi) radius. Areas within the survey radius that were determined not to be within view of the proposed undertaking due to terrain, vegetation and/or modern built environments were not considered part of the architectural APE.

TRC conducted its architectural assessment of the survey radius on July 24, 2020. The survey resulted in the identification of three newly documented architectural resources (CE0245, CE0246, and CE0247) 50 years of age or older within the Project APE. TRC recommends properties CE0245–CE0247 not eligible for listing on the NRHP due to their lack of architectural and historical significance. As a result of its investigation, it is the opinion of TRC that no historic properties will be affected by the proposed undertaking. TRC recommends no additional investigation of above-ground resources in connection with the proposed Project.

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1. Introduction

Under contract with the Tennessee Valley Authority (TVA), TRC Companies, Inc. (TRC) conducted a Phase I survey of architectural resources in preparation for TVA's proposed Hanging Dog Substation project in Cherokee County, North Carolina (the Project). The Project area is in Marr Gap near the end of Hiawassee Church Road, approximately 0.11-mile southwest of the intersection of Hanging Dog Road and Joe Brown Highway. The Project involves the construction of two new transmission line (TL) poles (52A and 52B) that will tap into the Hanging Dog Substation, which is owned and operated by Blue Ridge Mountain EMC. Electricity to the substation will be carried by the two new TLs poles and supplied from TVA's existing Hiwassee HP-Murphy 161-kV TL. In addition, the Project includes a 200-foot fiber-optics line that will be buried between the two new TL poles and connect to the Hanging Dog Substation. The architectural survey was performed in compliance with Section 106 of the National Historic Preservation Act (as amended) and its implementing regulations at 36 CFR §800.

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TRC conducted its architectural assessment of the survey radius on July 24, 2020. The survey resulted in the identification of three newly documented architectural resources (CE0245, CE0246, and CE0247) 50 years of age or older within the Project APE. The documented properties include a former service station, a gable-front house, and a gable-front church with cemetery. Each of the architectural resources documented as a result of the survey date to the mid-twentieth century. TRC recommends properties CE0245–CE0247 not eligible for listing on the NRHP due to their lack of architectural and historical significance. As a result of its investigation, it is the opinion of TRC that no historic properties will be affected by the proposed undertaking. TRC recommends no additional investigation of above-ground resources in connection with the proposed Project. Per the guidelines of the North Carolina Historic Preservation Office (NCHPO), TRC will submit a separate report detailing the results of its archaeological investigation in connection with the Project.

This report continues with Chapter 2, which provides a brief description of the Project area, and Chapters 3 and 4, which discuss TRC's methodology and provides a historic overview of Cherokee County. Chapter 5 presents the results of the architectural survey, and Chapter 6 summarizes TRC's findings and recommendations.

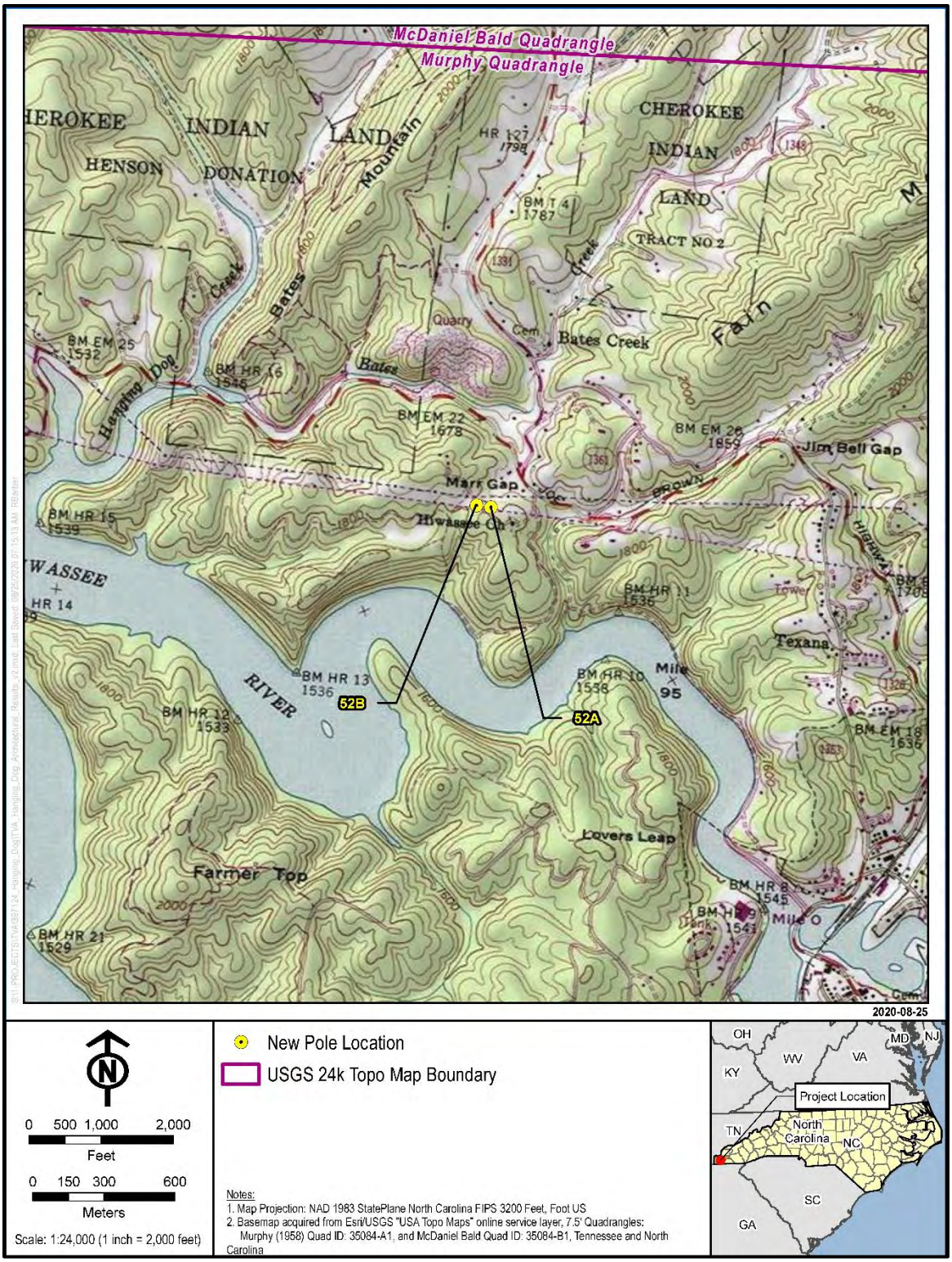

Figure 1. Project area illustrated on USGS topographical maps.

2. Environmental Setting

The study area is situated in the Blue Ridge physiographic region in the southern part of the Appalachians. Cherokee County's topography is marked by rugged mountain ranges broken by narrow valleys. Major mountain ranges include the Snowbird, Unicoi, and Valley River mountains. The most conspicuous valley runs northeast-southwest from Andrews to Murphy and is occupied by the Valley River. The Snowbird, Valley River, Unicoi, and Payne mountain ranges are prominent. Elevations in Cherokee County range from 1300 to 5000 feet above mean sea level (AMSL) and the terrain ranges from steep rugged mountain ranges to narrow river valleys (Perkins and Gettys 1951). The project tract is located on a floodplain of the Valley River, with elevations ranging from 1540 to 1630 feet AMSL (Figures 2–5).

Figure 2. Project area; view is north.

Figure 3. Project area; view is east.

Figure 4. Project area; view is southeast.

Figure 5. Project area; view is west.

3. Survey Methods

On July 24, 2020, TRC conducted its investigation of the architectural survey radius. The following chapter provides a discussion of the field methods employed during the survey.

3.1 Architectural Background Literature and Records Search

Prior to initiating the fieldwork, TRC conducted a background literature and records search to identify previously documented architectural resources in the Project area and to develop the historic context for the study area. The background research involved a review of data regarding previously recorded historic architectural resources within one-half mile of the Project area using the NCHPO on-line mapping service (HPOweb) and paper files, as well as published and unpublished sources of historical and environmental data pertinent to the Project area (including historical maps, county histories, NRHP nomination forms, soil survey maps, aerial photographs, cemetery censuses, cultural resources reports, and resource forms, etc.). Background research materials were gathered online and from TRC's reference library prior to and concurrent with the fieldwork, and additional research was performed after completion of the fieldwork to assist with the NRHP evaluation. Based upon architectural data available on the HPOweb, no previously documented architectural resources are located within the Project APE or within the 0.5-mile architectural study radius.

3.2 Architectural Survey

The architectural survey was conducted in accordance with guidelines contained in National Register Bulletins 15, *How to Apply the National Register Criteria for Evaluation* (USDOI 1991), and 24, *Guidelines for Local Surveys: A Basis for Preservation Planning* (Derry et al. 1985); and the North Carolina Historic Preservation Office's (NC HPO) *Report Standards for Historic Structure Survey Reports/Determinations of Eligibility/Section 106-110 Compliance Reports in North Carolina* (NCHPO 2016). The purpose of the architectural survey was to identify properties within the project APE that are listed, or eligible for listing, in the NRHP. Federal regulations define an APE as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist" (CFR 2018a). For the purposes of the architectural resources survey, TVA defined the APE as areas within a 0.8-km (0.5-mi) radius surrounding the proposed Project location that have visibility to the project. Areas within the survey radius that were determined not to be within view of the proposed undertaking due to terrain, vegetation and/ or modern built environments were not considered part of the architectural APE.

TRC's architectural survey consisted of driving all accessible routes within the APE in order to identify architectural resources that appear to be 50 years old or older and visually connected to the Project area. Survey information maintained throughout the course of the inventory included field notes, sketch maps, and photographs.

To aid the architectural survey, TRC performed a viewshed analysis of the 0.8-km (0.5-mi) survey radius surrounding the Project area using the Viewshed tool in the Spatial Analyst extension in ArcGIS 10.7 (Figure 6). Light Detection and Ranging (LiDAR) data provided by the USGS National Map was used for the analysis. The LiDAR survey for project area was conducted in 2018 and published in 2019. This data was used to generate digital elevation model (DEM)/bare-earth (topographic) surface and a digital surface model (DSM) that includes topographic elevation and forested, vegetated areas, and structures information.

Finally, the model assumes that structures within the proposed substation would measure - 100 ft tall with an observer height of 6 ft. Using these inputs, the viewshed analysis was run with results indicating predicted areas of visibility as shown on the attached viewshed map.

Viewshed Model Assumptions:

1. The viewshed model assumes that vegetation is opaque and therefore represents a leaf-on condition. Also, the model assumes that a viewer would not see the project if standing in a structure or amongst trees.
2. Visibility does not mean the entirety of a structure will be seen. The model does not account for the limitations of human vision at a greater distance or atmospheric conditions that may cause reduced visibility.
3. Information presented here is the results of a desktop analysis and has not been ground-truthed.

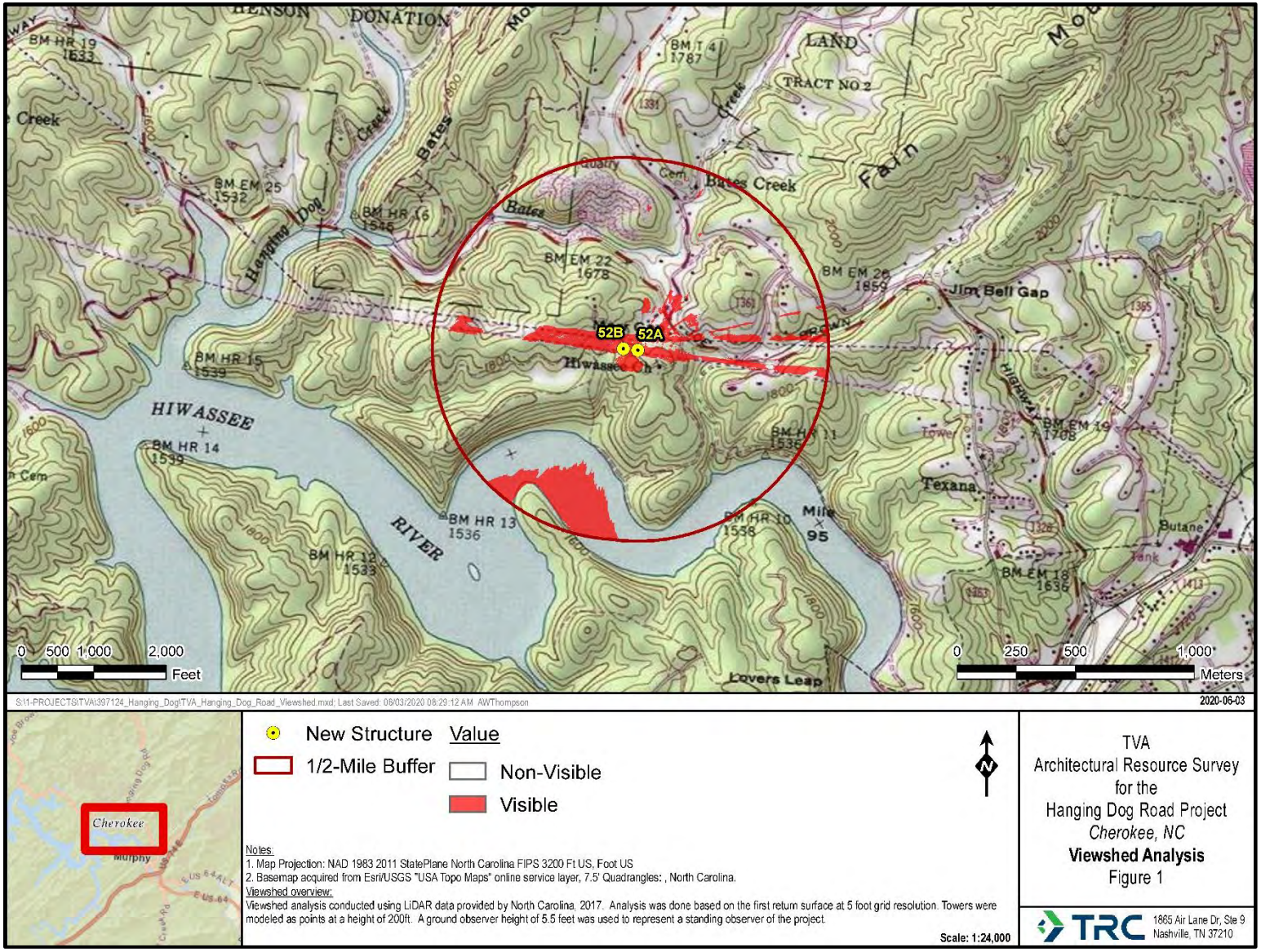

Figure 6. Viewshed Analysis Map of the proposed Project area.

3.3 National Register of Historic Places Eligibility Criteria

TRC evaluated the significance of architectural resources in accordance with the National Register Criteria for Evaluation 36 CFR §60.4 (CFR 2018b; NRHP 2002). Architectural resources eligible for listing in the NRHP are defined as buildings, structures, objects, sites, and districts. For an identified architectural resource to be eligible for the NRHP, it must possess integrity of location, design, setting, materials, workmanship, feeling, and association, and meet one or more of the criteria outlined below:

- Criterion A (Event). Association with one or more events that have made a significant contribution to the broad patterns of national, state, or local history.
- Criterion B (Person). Association with the lives of persons significant in the past.
- Criterion C (Design/Construction). Embodiment of distinctive characteristics of a type, period, or method of construction; or representation of the work of a master; or possession of high artistic values; or representation of a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D (Information Potential). Properties that yield, or are likely to yield, information important in prehistory or history. Criterion D is most often (but not exclusively) associated with archaeological resources. To be considered eligible under Criterion D, sites must be associated with specific or general patterns in the development of the region. Therefore, sites become significant when they are seen within the larger framework of local or regional development.

Ordinarily, certain architectural resources such as cemeteries, religious properties, birthplaces and graves, moved properties, reconstructed properties, commemorative properties, and those properties that have achieved significance within the past fifty years are not considered eligible for the NRHP. However, the NRHP eligibility requirements set forth in 36 CFR§60.4 and discussed in National Register Bulletin 15, *How to Apply the National Register Criteria for Evaluation*, provide for special allowances for these properties in the form of Criteria Considerations A through F (Andrus 1997; CFR 2018b).

4. Historic Context

Initial European Contact

The first Euro-American intrusion into western North Carolina took place in 1540, when Hernando de Soto's expedition passed through the area. Several different reconstructions of de Soto's route have been proposed, with some scholars (e.g., Swanton 1985) suggesting that he crossed Cherokee country by way of the Hiwassee River valley. Another reconstruction (Hudson et al. 1984) suggests that de Soto crossed the Blue Ridge further to the north at Swannanoa Gap, and then continued along the French Broad River into Tennessee; it is also possible that he followed a somewhat more northerly route along the Toe River (Hudson 1997). The route through Swannanoa Gap also may have been taken by Juan Pardo, a Spanish explorer who traversed much of the same area in 1567–1568 (Hudson 1990). Whatever the precise routes of these explorers, it is clear that the ancestral Cherokees' first encounter with Europeans occurred in the mid-16th century (and that the Spanish were unlikely to have traversed the present project area). These encounters were to have dramatic effects. The introduction of European diseases to which the native populations had little resistance caused a major reduction in Native American population levels and extensive changes in political organization. Elsewhere in the Southeast, the fragmentation and reformation of political groups resulted in a general decrease in social complexity and the total disappearance of some prehistoric societies (Smith 1987). Although substantial disruption occurred, the Cherokee managed to retain control of portions of their homeland.

Eighteenth through Twentieth Century Cherokee Settlements

During most of the 18th century, the Cherokee were concentrated in towns and villages throughout much of present-day western North Carolina, eastern Tennessee, and portions of Georgia and South Carolina. The towns in western North Carolina were known as the Middle Towns, the Out Towns, and the Valley Towns; the present project area falls within the vicinity of the Valley Towns. The Out Towns and the closely linked Middle Towns were located to the north and east along the Little Tennessee River drainages. The Lower Towns were situated to the southeast, in northern Georgia and South Carolina; the Overhill Towns were located to the west, across the mountains in Tennessee (Greene 1996; Smith 1979). Although the late 18th century was marked by a general shift to a more dispersed settlement pattern (Dickens 1976), some nucleated settlements remained in the region into the 19th century.

The 18th century also brought the continuous arrival of Europeans and the resulting loss of Cherokee lands. With the signing of the Treaty of Hopewell in 1785, the Cherokee lost their remaining lands east of the Blue Ridge (Mooney 1900). A subsequent treaty in 1791 resulted in additional cessions but failed to stop Euro-American incursions into Cherokee lands and the resulting conflicts (Mooney 1900). A third treaty, signed in 1798, ceded additional land in North Carolina (Riggs 1988).

The early 19th century witnessed the increasing acculturation of many Cherokees, largely as a result of increasing contact and intermarriage with white traders and settlers. Other Cherokees resisted changes to their traditional lifestyles, however, especially those residing in the Out and Middle Towns (Riggs 1988). Accounts by contemporary observers indicate that the population of that area was strongly traditionalist and contained the highest proportion of full-bloods to be found in the Cherokee nation (McLoughlin and Cosner 1984).

Treaties signed in 1817 and 1819 resulted in the cession of much of the remainder of present-day Swain, Macon, and Jackson counties, to the U.S. Government (Royce 1884, 1887). The cession boundary ran along the Little Tennessee River, with the area to the north and east passing to the U.S. and the area to the south and west remaining (including Cherokee County and the current project area) in the Cherokee nation.

Although these treaties were intended to encourage Cherokees to migrate west to Arkansas, they also contained provisions allowing any Cherokee head of family residing within the ceded lands who wished to become a U.S. citizen to apply for a life reservation of 640 acres (Riggs and Greene 2006; Thomason and Associates 2003). A total of 91 heads of family in western North Carolina applied for reservations, and 49 life estates and two fee-simple reservations were actually deeded (Riggs 1988; Royce 1887).

Despite the promises contained in the treaties, the Cherokee claims for estates in the area were ultimately futile. After a long struggle, many, if not all, of the Cherokees who had received estates lost their lands to an influx of settlers. Most of the remaining Cherokee land claims in North Carolina were abolished with the signing of the Treaty of New Echota in 1835, which set in motion the forced removal of most of the remaining Cherokees to lands in present-day Oklahoma (Mooney 1900). The cruelty of this march, known as the Trail of Tears, has been well documented.

The most detailed information on 19th century Cherokee populations in the project area dates to the Removal period. In 1837–1838 the U.S. Army Corps of Engineers surveyed the Cherokee lands in North Carolina covered by the Treaty of New Echota, recording the locations of Cherokee houses, fields, and other improvements (Riggs 1996). The surveyors' notebooks are useful in locating Cherokee homesteads in the vicinity, and when coupled with the 1835 census and 1836–37 property valuations, provide considerable data on the local inhabitants.

The forced removal of the Cherokees from North Carolina began in June of 1838, with the arrest and concentration of most of the remaining Cherokees in six removal forts and stockades across the area that had been relinquished by the Treaty of New Echota. One of those forts, Fort Butler, was established in 1837 and situated on the southwest side of the Hiwassee River in Murphy (Riggs and Greene 2006).

Despite the Treaty of New Echota and the Trail of Tears, however, some Cherokees remained in their former lands. A sizeable population living along the Oconaluftee River and nearby was allowed to remain as a result of their assistance in the Tsali affair (Finger 1984; Jurgelski 2006; King and Evans 1979; Webb 2004), or had managed to hide out and evade capture during the summer and fall of 1838. Other Cherokees remained in the vicinity of Cheoah (along Buffalo Creek in present-day Graham County), primarily due to the difficulty in removing them along poor roads (Duggan 1998). Finally, still other Cherokees managed to evade the Army, escaped during the Removal, or, like Junaluska, returned from the Arkansas territory soon afterwards. These groups became the nucleus of the Eastern Band of Cherokee (King 1979). After the death of Chief Yonagusta in 1839, they were increasingly assisted by William H. Thomas, a white merchant who was Yonagusta's adopted son. Thomas worked on the Thomas eventually acquired some 73,000 acres for these communities, mostly within the present-day Qualla Boundary.

The mid-19th- through 20th-century social and political history of the Eastern Band of Cherokee Indians has been described in detail by Finger (1984, 1991), Hill (1997), Mooney (1900), and others, and needs only be recapped here. The Cherokees' rights to the lands bought by Thomas were confirmed by a federal court decision in 1874, providing some measure of security to the local population. In 1889, the Cherokees in North Carolina were officially incorporated under state law as the Eastern Band of Cherokee Indians (Finger 1984). Most Cherokees continued to practice a farming economy throughout the 19th century, although hunting, fishing, and gathering wild plant foods were also important subsistence activities. Logging became an important source of jobs for a time beginning in the late 1800s, although most logging jobs were gone by the early 1930s. Although the Cherokee population has increasingly become outwardly acculturated since the growth of the modern tourist industry beginning in the 1930s, it has preserved a distinct cultural and ethnic identity through the retention of the Cherokee language and aspects of both day-to-day and ceremonial life (Riggs et al. 1997).

Regional Historic Overview

Although there has been widespread speculation that the Spanish or other Europeans mined gold or other minerals in the Cherokee County area in the 16th or 17th centuries (e.g., Freel 1956), at present there is no clear evidence that that was the case. The first documented Euro-American settlement of the Cherokee County area began during the first decades of the 19th century. Traders who married Cherokee women were considered members of the Cherokee tribe and could take up land in Cherokee territory. Jesse and Thomas Raper settled on the Nottely River near Culberson in 1817 with two daughters of Alexander McDaniel, who had married a full-blood Cherokee. The brothers established farms that were similar to those of the frontier settlers in white territories. Baptist missionaries were also among the earliest white settlers. About 1820 a Baptist mission was established in the Peachtree Valley of the Hiwassee River, where a gristmill and sawmill were erected, and this area was known as the Mission. Gideon Morris and James Whitaker formed the Valley River Missionary Baptist Church in 1834 (White and White 1990; Williams 1984).

A. R. S. Hunter is known to have established a trading post on the Hiwassee River, across from the mouth of Valley River and the future site of Murphy, around 1828. He became the postmaster of the community of Huntington, centered on his house and store, in 1835. He also built a grist mill "above town," on the later site of the Axley mill. Several other families had settled in the Valley River, Hiwassee River, and Nottley River valleys before his arrival, some perhaps arriving soon after the Treaty of New Echota in 1835, but others certainly were there earlier. Jonathan Parker was said to have arrived in 1829, and the Tathams, the Colletts, and the Whitakers were in the Andrews area before 1837. The white settlers introduced tenants on their lands, while other white arrivals squatted on lands formerly cleared by the Cherokee or forcibly evicted Cherokee residents. The military post at Fort Butler introduced additional white settlers. William Holland Thomas and W. K. King operated trading posts in the Cherokee country and had one near Fort Butler, probably established in 1837. Dr. C. M. Hitchcock was a surgeon stationed at Fort Butler and married Martha Hunter, the daughter of A. R. S. Hunter (Browder 1973; Cherokee County Historical Museum, Inc. [CCHM] 1995; Freel 1956; Palmer 1987; Riggs 1996; White and White 1987, 1990; Williams 1984).

The 1837–38 Corps of Engineers map of the Cherokee territory in western North Carolina (Williams 1837–1838) shows the project vicinity on the eve of the Cherokee Removal. The town of Murphy is represented as a square within the confluence of the Valley and Hiwassee rivers, but had not been officially laid out at that time. The "State Road between Franklin and Athens" followed Valley River to Fort Butler, across the Hiwassee River from Murphy, and continued into Tennessee. Fort Butler was established about 1837 and manned by U.S. Army troops charged with removing the Cherokee under the stipulations of the Treaty of New Echota. It was located near the two-story log home of A. R. S. Hunter, who did extensive business with the army through his store. The store is indicated on the map just north of the fort.

The lands ceded by the Cherokee in the Treaty of New Echota were surveyed in 1837 into tracts of 40 to 200 acres, classified as to land quality, and assigned a concomitant value. The state of North Carolina soldthe land at auction in Franklin, the seat of Macon County, beginning in September 1838. The surveyed tracts were primarily located in the valleys, where the most fertile soils were located, and where the Cherokee had already cleared much of the land. After 1847, squatters could purchase unsurveyed and unsold tracts at a prescribed value if they had the land surveyed and entered with the state. There still remained much unclaimed land, so in the 1850s a law was passed which allowed entries of surveyed tracts up to 100 acres to be submitted without the claimant having improved the property (CCHM 1995).

Settlement in the area increased rapidly from after the Cherokee Removal until the Civil War. A trading post was established at Valley Town, near the present site of Andrews, in 1839. Cherokee County was formed from Macon County in the same year, and the county seat was placed at Murphy (Freel 1956). The original boundaries included what are now Graham, Clay, and Cherokee counties. Clay County was created in 1861, and Graham County in 1872 (White and White 1987).

The first federal census of the county in 1840 listed 3,427 inhabitants (USBC 1840). By 1850, the population of Cherokee County included 6,493 whites, 337 slaves, and 8 free blacks (DeBow 1853). The primary agricultural product was corn, over 167,000 bushels of which were produced in that year. Other agricultural products included oats, wheat, and rye. Approximately 24,000 acres were improved. Livestock was also an important farm product. Cattle and hogs were often driven on foot to markets or railroad heads in Georgia for distribution (Browder 1973; Wheeler 1851).

Most Cherokee County farmers worked their own farms with the help of their family and possibly tenants, sharecroppers, or hired hands. Approximately 40 percent of heads of household owned no real estate. Slavery was not as common as in the Deep South but was not unknown. The number of slaves in the county increased from 337 in 1850 to 519 in 1860 (Kennedy 1864a). However, the number of farms more than doubled during that period, so that these approximately 500 slaves were scattered among 970 farms. Slaves also worked in industries and households. Nearly half of the slaves (240) in 1860 resided in the Murphy district. Only 97 households out of 1,442 (6.7 percent) in the county were slave owners (Browder 1973).

The county seat of Murphy was laid out in 1841 near the site of Fort Butler as prescribed in the act creating Cherokee County. Four hundred acres to be granted by the federal government were set aside for the town. The "town" consisted of little more than the courthouse, a hotel, a general merchandise store, and a few craft industries, such as a blacksmith shop and a tannery, prior to the Civil War. Three tanneries were listed in the county in the 1860 census. Mercer Fain was the largest landowner in the county as well as a successful merchant who operated a store in Murphy. The first bank in the town opened in 1860 (Browder 1973; White and White 1987).

Iron production and timber were the two earliest industries in Cherokee County. The manufacturing schedule of the 1860 census notes five iron forges that produced $13,800 worth of bar and slab iron (Kennedy 1864b). In addition, 32 men listed their occupation as blacksmith in the 1850 census of the county (DeBow 1853). Four sawmills were listed in the 1840 census for Cherokee County. Only one sawmiller is listed in the 1850 census, but there were 7 millwrights, 8 millers of indeterminate type, and a number of men who worked in the wood trades including cabinetmakers, carpenters, and wagon makers (Browder 1973).

During the Civil War several companies of Confederate soldiers were organized at Andrews and in the Marble vicinity. The mountain region was not a major theater of the war, but in 1863 and 1864, the valley was the scene of several raids by soldiers as well as loosely organized bands of bushwackers, resulting in considerable loss of life and property (Freel 1956). In April 1865, as the war was coming to a close, a Union detachment set fire to the courthouse, the first of many fires to follow in that building (Norvell 1990). Since Union sentiment was high in the mountains, many communities suffered from internal violence, as distrust and vengeance were rampant.

Growth in the county was slow following the Civil War, and large sections of the county were taken in 1861 and 1872 to form the counties of Clay and Graham, respectively. A new courthouse was constructed in Murphy in 1868, but there were only 31 houses and 162 residents in the town in 1880. The Marietta and North Georgia Railroad opened to Murphy in 1888. Two years later, the Western North Carolina Railroad from Asheville reached Valleytown, at which time it was incorporated and changed its name to Andrews in honor of the vice president of the railroad. The line was continued to Murphy, which it reached in 1892. The railroads provided markets for the products from Cherokee County's farms, sawmills, and mines, while also bringing events in the rest of the state and the country closer to the residents of the highlands (Avett 1995; White and White 1987).

The railroads also improved access to raw materials for the timbering and mining industries. With a convenient outlet for their products, the timber companies built a network of rail lines that snaked their way into the coves and into the farthest reaches of the mountains, carrying timber back to the sawmills and the associated towns in the valleys for processing. Kanawha Hardwood Company was one of the earliest commercial lumber mills, and Whiting Lumber Company had a large bandsaw mill in Murphy (White and White 1987). Another large mill was located in Andrews. The Snowbird Valley Railway was a small line constructed in 1905 to haul timber from the steep slopes of Graham County to the mills at Andrews. Another smaller railroad line was the Hiwassee Railroad, or "Peavine," constructed between Andrews and Hayesville to haul lumber and pulpwood (Williams 1984). Marble, talc, coal, and gold were all mined in Cherokee County, although gold became less important after the California Gold Rush of 1849. The town of Marble was incorporated in 1912 but dissolved in 1940 (Freel 1956). Besides railroads, there was increasing attention to automobile roads, as cars began to make their appearance in the early 20th century. The old highway between Andrews and Murphy was upgraded in 1922 and was paved in 1925 (Freel 1956).

The first modern brick store was constructed in Murphy in 1890, and the town modernized many of its services in the early 20th century. Electricity became publicly available in 1905, and in 1909 the waterworks and the fire department were established. A year later, the three-story Regal Hotel was constructed, reflecting the influx of seasonal visitors to the mountains during the first wave of tourism experienced by the county (White and White 1987, 1990). The prosperity that accompanied the growth of extractive industries such as timber and mining reached its peak in the 1920s. The wealth of the county during this period is reflected in the large brick buildings constructed in Murphy during the early 20th century, including the Regal Hotel in 1910, the United Methodist Church in 1922, and the grand neoclassical courthouse, designed by James J. Baldwin, in 1926. The nationwide Depression, combined with an already depressed agricultural sector and the depletion of the county's forests, led to difficult times in Cherokee County in the 1930s. However, New Deal programs and projects related to America's entry into World War II brought an influx of capital during the period that eventually brought some relief (Williams 1984).

Extensive cutting of the virgin stands of timber in the Hiwassee basin had led to the closing of mills and environmental damage to the lands and rivers of the region by the beginning of World War I. In 1918, the U.S. Forest Service began to purchase lands cut over by the large timber companies, and during the New Deal era this program was expanded to include the purchase of upland forests from individual farmers who were unable to make a living on the land. More land was added to the national forests through the early 1940s, as TVA purchased land for the Hiwassee Dam and Reservoir. Construction on the Hiwassee Dam, west of Murphy, began in 1935 and was completed in 1940 (TVA 1946). The resulting reservoir and powerhouse provided electricity to many rural residents, as well as recreational opportunities that gradually attracted retirees, seasonal residents, and visitors (White and White 1990).

In the 1950s, agriculture was the main industry of the county and corn, rye, hay, sorghum, sweet potatoes, potatoes, and fruits were principal crops. A few cattle were raised, and tobacco, snap beans, and cabbage were lesser crops (Perkins and Gettys 1951). At that time, 80 percent of the county was in forest and forest products were second to agricultural ones. Twenty-one sawmills were present in 1940 as were two veneer plants, an extract plant, a leather plant, a textile mill, and two mineral manufacturing plants. Small mining operations were also present (marble, talc, and quartzite) (Perkins and Gettys 1951).

Currently, about one-third of Cherokee County's land area is national forest. The decline of small-scale farming and the timber industry prompted many people to leave the county after World War II, and the population did not increase significantly until an influx of retirees and others seeking a more relaxed lifestyle began to move into the mountains of western North Carolina in the last few decades. After steady increases in the 1980s and 1990s, the population of Cherokee County has continued to grow, but with modest gains (U.S. Census Bureau 1990). Between 2010 and 2019, the population has increased 4.2 percent to include an estimated 28,612 persons (U.S. Census Bureau 2020).

5. Architectural Survey Results

On July 24, 2020, TRC conducted the investigation of the architectural survey area. As a result of the survey, TRC identified three architectural resources within the Project APE. The following chapter provides the results of the background literature and records review of information relevant to the Project area, and results of the architectural survey.

5.1 Architectural Background Literature and Records Search

Prior to initiating the fieldwork, TRC conducted a background literature and records search to identify previously documented architectural resources in the Project area and to develop the historic context for the study area. The background research involved a review of data regarding previously recorded historic architectural resources within one-half mile of the Project area using the North Carolina Historic Preservation Office's (NCHPO) on-line mapping service (HPOweb), as well as published and unpublished sources of historical and environmental data pertinent to the Project area (including historical maps, county histories, NRHP nomination forms, soil survey maps, aerial photographs, cemetery censuses, cultural resources reports, and resource forms, etc.). Background research materials were gathered online and from TRC's reference library prior to and concurrent with the fieldwork, and additional research was performed after completion of the fieldwork to assist with the NRHP evaluation. Based upon architectural data available on the HPOweb, no previously documented architectural resources are located within the Project APE or within the 0.5-mile architectural study radius. In addition, the 0.5-mile architectural survey radius features no NRHP-listed architectural resources.

5.2 Architectural Survey Results

TRC conducted its architectural assessment of the survey radius on July 24, 2020. The survey resulted in the identification of three newly documented architectural resources (CE0245, CE0246, and CE0247) 50 years of age or older within the Project APE (Figure 7). The documented properties include a former service station, a gable-front house, and a gable-front church with cemetery. Each of the architectural resources documented as a result of the survey date to the mid-twentieth century. TRC recommends properties CE0245–CE0247 not eligible for listing on the NRHP due to their lack of architectural and historical significance. As a result of its investigation, it is the opinion of TRC that no historic properties will be affected by the proposed undertaking. TRC recommends no additional investigation of above-ground resources in connection with the proposed Project.

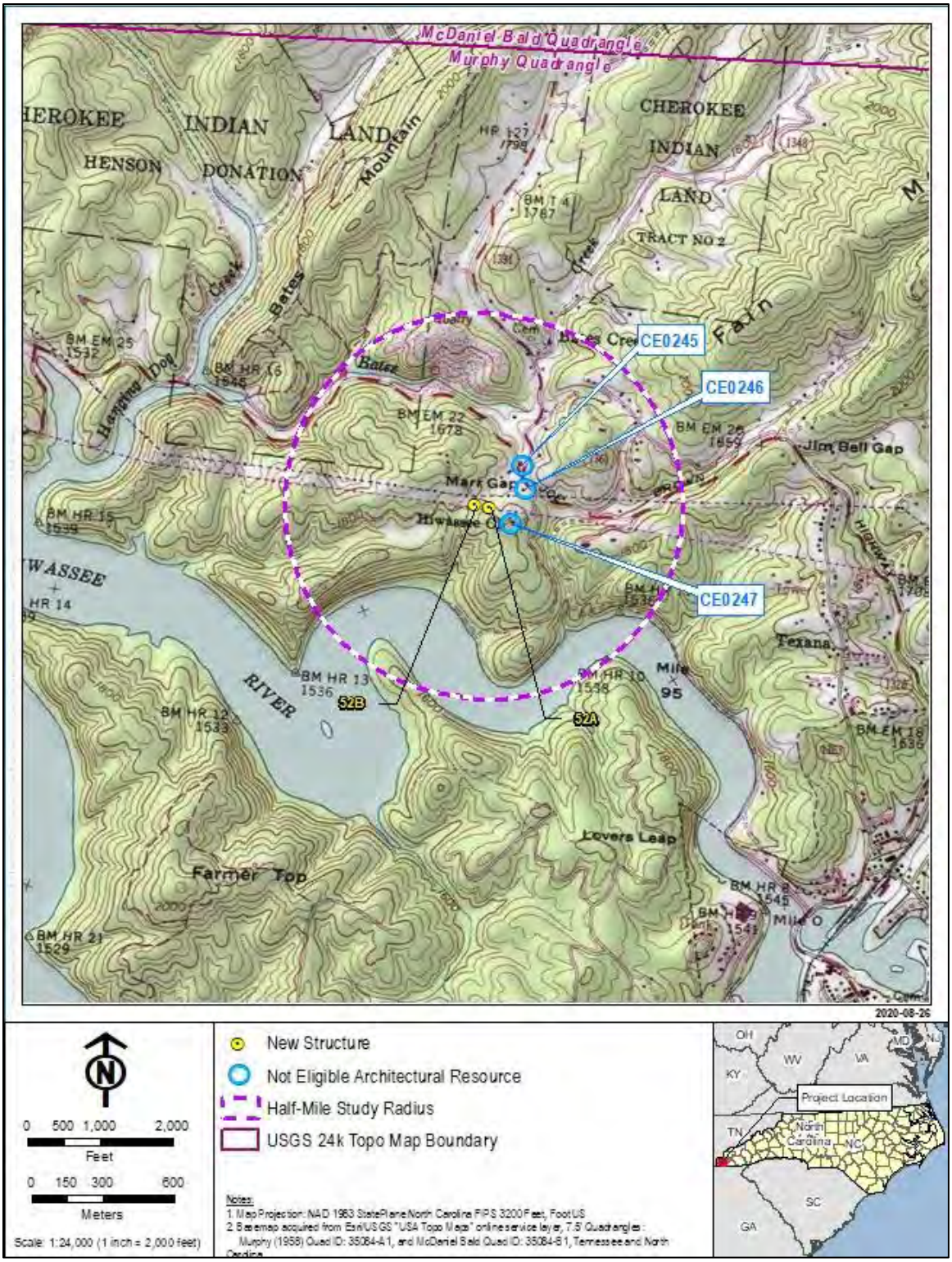

Figure 7. Map showing the project area and documented architectural resources.

5.1 Newly Recorded Architectural Resource

CE0245

Architectural resource CE0245 is a former service station that is located at 2920 Joe Brown Highway, Murphy 28906 on parcel number 458300935395000 (Cherokee County GIS Viewer 2020) (see Figure 7; Figures 8 and 9). An inscription above the main entrance reads "G. A. Dockery Built 1953." The building appears to have recently functioned as a convenience store but no longer appears in business.

The one-story, concrete block building features a flat roof that is bordered with stepped parapet walls, an exterior composed of painting concrete block, and a concrete block foundation. Facing south, the façade is marked by a central entrance that contains a pair of metal/glass doors. The doors are flanked on either side by two large window openings that contain a pair of 10-light metal sashes. Attached to the façade is a modern gabled-roof canopy that is supported by two metal poles. The canopy shields a gasoline pump island that contains two pumps. The east elevation of the building includes a window opening that has been boarded over with a sheet of plywood.

Attached to the north (rear) elevation is a full-width, one-story addition that appears to have been constructed in the late 1960s. The addition features a flat roof, an exterior clad with a brick veneer, and a concrete block foundation. Fenestration consists of three horizontal two-over-two, double-hung metal sashes along the north elevation. Situated on the addition's west elevation is an entrance marked with exterior board-and-batten wood panels.

NRHP Assessment. Architectural resource CE0245 does not exhibit a distinctive architectural style or workmanship. In addition, the house has been altered through the construction of the rear addition and the addition of the modern canopy that is attached to the facade. Based on the lack of architectural merit, as well as the inability to associate the building and/or its original owner(s) with an important historical event or series of events, it is TRC's opinion that architectural resource CE0245 is not eligible for the NRHP.

Figure 8. Architectural resource CE0245; view is northwest featuring the façade and east elevation.

Figure 9. Architectural resource CE0245; view is southeast featuring the north (rear) addition.

CE0246

Architectural resource CE0246 is a gable-front house located at 2877 Joe Brown Highway, Murphy 28906 on parcel number 458300931151000 that appears to have been constructed ca. 1940 (Cherokee County GIS Viewer 2020) (see Figure 7; Figures 10–13).

The one-and-one-half-story, wood-frame building features a roof covered with standing seam metal, an exterior clad with wood drop siding, and concrete block foundation. Facing northeast, the façade reveals a central entrance that is flanked on either side by a pair of horizontal two-over-two, double-hung metal sash windows. This sash type is repeated in a pair of windows located in the half-story. Access to the façade entrance is achieved via a reconstructed full-width porch that contains a concrete deck. The deck is shielded by a hipped roof that is supported by four wood posts.

Attached to the southeast elevation of the house is a modern garage addition that is capped by a side-gabled roof covered with standing seam metal. The addition features an exterior clad with wood drop siding and a concrete slab foundation. Facing southeast, the garage bay includes an overhead metal door. A metal panel pedestrian door is located on the southwest (rear) elevation of the garage addition.

The northwest elevation of the house is pierced by two window openings that contain vertical three-over-one, double-hung metal sashes. Attached to the southwest (rear) elevation of the main block is a one-story hipped-roof extension that is clad with wood drop siding. The extension includes a centrally placed door that is flanked on either side by a pair of windows containing six-light wood sash. A modern porch consisting of a concrete deck is attached to the rear elevation. The porch is covered by a shed roof that is supported by wood posts. Situated within the half-story is a horizontal two-over-two, double-hung wood sash window.

Located west of the house is a storage shed that appears to date to the mid-twentieth century. The wood frame building is capped with a shed roof and features an exterior clad with vertical wood boards. Attached to the south elevation is an open bay extension that contains a shed roof supported by wood posts (see Figure 13).

NRHP Assessment. Architectural resource CE0246 does not exhibit a distinctive architectural style or workmanship. In addition, the house has been altered through the construction of the garage wing, the reconstruction of the façade porch, and the replacement of the most of the original window sashes. Based on the lack of architectural merit, as well as the inability to associate the building and/or its original owner(s) with an important historical event or series of events, it is TRC's opinion that architectural resource CE0246 is not eligible for the NRHP.

Figure 10. Architectural resource CE0246; view is south featuring the façade and northwest elevation.

Figure 11. Architectural resource CE0246; view is west featuring the modern garage addition.

Figure 12. Architectural resource CE0246; view is north featuring the southwest (rear) elevation.

Figure 13. Architectural resource CE0246; view is west featuring the associated storage shed.

CE0247 (Hiawassee Baptist Church)

Architectural resource CE0247 (Hiawassee Baptist Church) is a gable-front church located at 2837 Joe Brown Highway, Murphy 28906 on parcel number 4583009222570000 that appears to have been constructed ca. 1940 (Cherokee County GIS Viewer 2020) (see Figure 7; Figures 14–19).

The one-story, wood-frame building features a roof covered with standing seam metal, a steeple composed of synthetic material, and a concrete block foundation. Attached to the southwest (rear) elevation of the, building is a full-width addition. Facing northeast, the façade is marked by a central door that is flanked on either side by a one-over-one, double-hung vinyl sash window. Access to the façade entrance is through a gabled-roof entrance portico that contains a concrete deck with an integrated wheelchair ramp. The portico's front-gabled roof is supported by decorative metal posts.

The northwest elevation of the building is pierced by five window openings containing one-over-one, double-hung vinyl sashes. This sash type is repeated on five windows along the southeast elevation, which appears to have been altered through the construction of a shed-roof extension. A metal panel door located on the southeast elevation provides access to the rear addition.

Located southwest of the church is the adjoining Hiawassee Baptist Church Cemetery. According to the online cemetery database Find A Grave, the cemetery features 85 documented headstones that were erected predominately between the late-twentieth and early-twenty-first centuries (Findagrave.com 2020). The earliest burial is associated with Amanda Jane Hartness (1848) with the latest burial associated with Mary Jo O'Dell Timpson (1923-2020) (Findagrave.com 2020). The Coleman, Johnson, and Timpson family surnames are each represented with nine burials, which is the highest number associated with any one family (Findagrave.com 2020). Other family surnames with two or more burials include Carter, Craig, Dockery, James, Killian, Mingus, Rhodes, Seabolt, and Winkler (Findagrave.com 2020). Overall, the headstone designs featured in the cemetery consist primarily of upright tablets with rounded tops and block forms composed of granite (see Figures 17–19). In addition, several plots are bordered with decorative brick set into the ground.

NRHP Assessment. Architectural resource CE0247 is a typical example of a mid-twentieth century church gable-front church. In accordance with NRHP Criteria Consideration A, religious buildings are normally not eligible for the NRHP unless they derive their primary significance from architectural or artistic distinction or are considered to be of historical importance. Overall, the church building does not exhibit a distinctive architectural style or workmanship; and has been altered through the application of vinyl siding, the installation of vinyl sashes, and the construction of the shed-roof and rear additions. Furthermore, the associated cemetery is a typical example of a rural church cemetery that fails to exhibit unique features of architectural style or workmanship. In accordance with NRHP Criteria Consideration D, cemeteries are normally not eligible for the NRHP unless they derive their primary significance from graves of persons of significant importance, from age, from architectural distinction, or are considered to be of historical importance. Historical research failed to indicate that the cemetery contains the burials of persons who played a significant role in local historical events. Additionally, the cemetery grounds are largely occupied by modern headstones that date to the late-twentieth and early twenty-first centuries. For these reasons, it is the opinion of TRC that architectural resource CE0247 consisting of the church and cemetery is not eligible for the NRHP.

Figure 14. Architectural resource CE0247; view is southwest featuring the façade and northwest elevation.

Figure 15. Architectural resource CE0247; view is northwest featuring the façade and southeast elevation.

Figure 16. Architectural resource CE0247; view is east featuring the southwest (rear) elevation.

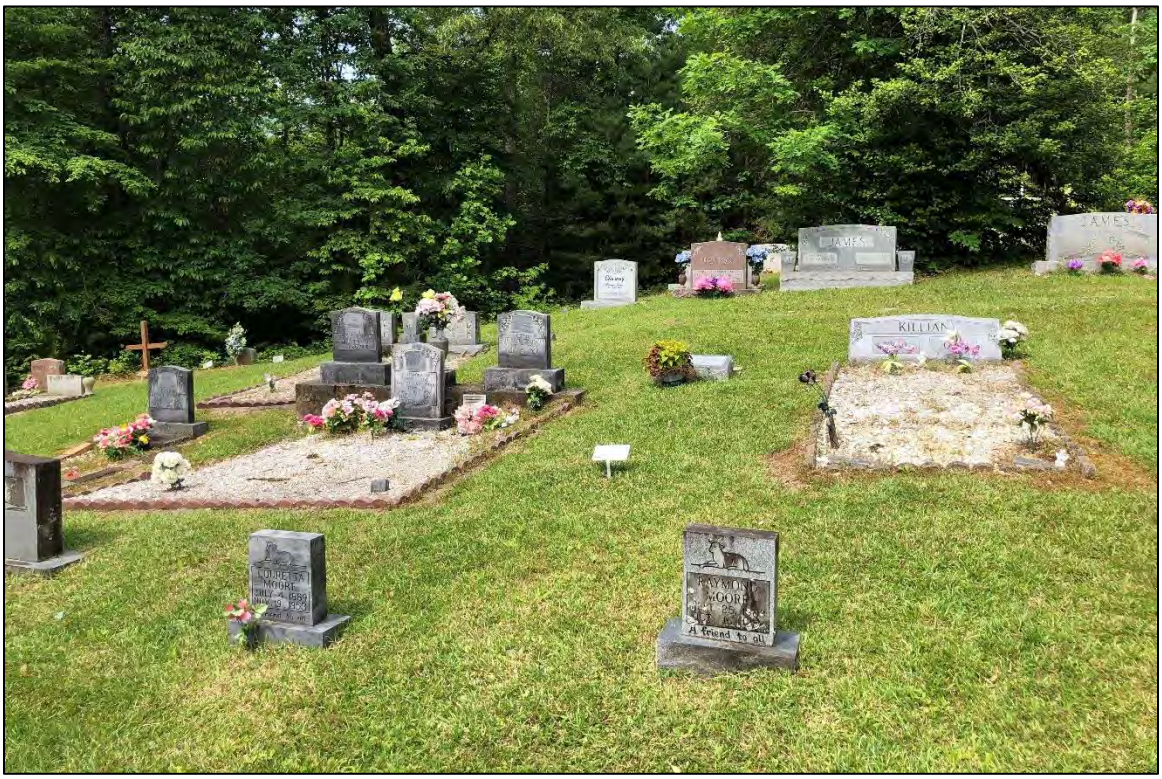

Figure 17. Architectural resource CE0247; view is southwest featuring the associated cemetery.

Figure 18. Architectural resource CE0247; view is west featuring the associated cemetery.

Figure 19. Architectural resource CE0247; view is southwest featuring Coleman family burials.

6. Conclusions

Under contract with TVA, TRC conducted a Phase I survey of architectural resources in preparation for TVA's proposed Hanging Dog Substation project in Cherokee County, North Carolina. The Project area is in Marr Gap near the end of Hiawassee Church Road, approximately 0.11-mile southwest of the intersection of Hanging Dog Road and Joe Brown Highway. The Project involves the construction of two new TL poles (52A and 52B) that will tap into the Hanging Dog Substation, which is owned and operated by Blue Ridge Mountain EMC. Electricity to the substation will be carried by the two new TLs poles and supplied from TVA's existing Hiwassee HP-Murphy 161-kV TL. In addition, the Project includes a 200-foot fiber-optics line that will be buried between the two new TL poles and connect to the Hanging Dog Substation. The architectural survey was performed in compliance with Section 106 of the National Historic Preservation Act (as amended) and its implementing regulations at 36 CFR §800.

The architectural investigation included a 0.8 km (0.5 mi) survey radius surrounding the proposed locations of TL poles 52A and 52B. The APE for the architectural survey included any areas visually connected to the Project site located within a 0.8 km (0.5 mi) radius. Areas within the survey radius that were determined not to be within view of the proposed undertaking due to terrain, vegetation and/or modern built environments were not considered part of the architectural APE.

TRC conducted its architectural assessment of the survey radius on July 24, 2020. The survey resulted in the identification of three newly documented architectural resources (CE0245, CE0246, and CE0247) 50 years of age or older within the Project APE. The documented properties include a former service station, a gable-front house, and a gable-front church with cemetery. Each of the architectural resources documented as a result of the survey date to the mid-twentieth century. TRC recommends properties CE0245–CE0247 not eligible for listing on the NRHP due to their lack of architectural and historical significance. As a result of its investigation, it is the opinion of TRC that no historic properties will be affected by the proposed undertaking. TRC recommends no additional investigation of above-ground resources in connection with the proposed Project.

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