



North Carolina Department of Cultural Resources

James G. Martin, Governor
Patric Dorsey, Secretary

Division of Archives and History
William S. Price, Jr., Director

February 7, 1992

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: Historic Structures Survey Report
for US 17 Jacksonville Bypass, U-2107,
6.269001T, ER 92-7798

Dear Mr. Graf:

Thank you for your letter of January 28, 1992, concerning the above project. We have reviewed the historic structures report by Elizabeth Rosin and offer our comments.

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

(former) Prison Camp (ON 672). The prison camp does not possess sufficient qualities of architectural or historical significance.

In general the report meets our office's guidelines and those of the Secretary of the Interior.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 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, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

A handwritten signature in cursive script that reads "David Brook".

David Brook
Deputy State Historic Preservation Officer

DB:slw

bc: 106, Southern/Stancil, County, RF

cc: L. J. Ward
B. Church 109 East Jones Street • Raleigh, North Carolina 27601-2807
Elizabeth Rosin, LBA

HISTORIC STRUCTURES SURVEY REPORT
FOR THE U.S. 17
JACKSONVILLE BYPASS
ONSLow COUNTY, NORTH CAROLINA

STATE PROJECT NO.: 6.269001T
TIP NO.: U-2107
CLEARINGHOUSE NO.: CH91-E-4220-0106

Prepared for:

North Carolina Department of Transportation
Raleigh, North Carolina

Prepared by:

The Cultural Resource Group
Louis Berger & Associates, Inc.
East Orange, New Jersey

December 1991

MANAGEMENT SUMMARY

The proposed US Highway 17 bypass around Jacksonville in Onslow County will involve the construction of a new segment of road south of the existing US Highway 17 between the junction with US Highway 53, west of the Jacksonville town line, to the southeast along Brinson Creek, across Camp Geiger, connecting with US Highway 24 in the Camp Johnson area, and rejoining US Highway 17 just west of Western Boulevard. The project corridor is approximately 8.5 miles long and is contained almost entirely within the Jacksonville city limits.

The Area of Potential Effect was determined in the field. The 500-foot corridor delineated on project plans provided a point of orientation, from which a systematic vehicular reconnaissance was conducted to cover all areas which might reasonably be anticipated to be impacted by construction of the bypass. Factors considered in the determination of the Area of Potential Effect included potential visual and audible impacts, impacts deriving from altered traffic or development patterns, and character of the existing built environment. It was noted that the greater portion of the proposed project will be located on lands of Camp Lejeune, from which all previously existing buildings were removed or destroyed by the Marine Corps upon acquisition of the property in 1940. The western and eastern portions of the project area were found to intersect with varying combinations of post-World War II commercial strip development (which is very prevalent in the city) and residential neighborhoods of similar vintage. The reconnaissance to identify the Area of Potential Effect encountered no areas that might reasonably be described as historic landscape, agricultural or otherwise, and no vestiges of any previously existing historic landscape were identified.

Only one property appearing to be over 50 years of age was identified in the Area of Potential Effect. This property, the (former) Prison Camp (ON672) was included in the 1988 Onslow County Survey, but was not listed in the National Register or the North Carolina SHPO Study List.

The (former) Prison Camp does not appear to meet the National Register Criteria for individual significance.

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I. INTRODUCTION

The proposed US Highway 17 bypass around Jacksonville in Onslow County will involve the construction of a new segment of road south of the existing US Highway 17 between the junction with US Highway 53, west of the Jacksonville town line, to the southeast along Brinson Creek, across Camp Geiger, connecting with US Highway 24 in the Camp Johnson area, and rejoining US Highway 17 just west of Western Boulevard. The project corridor is approximately 8.5 miles long and is contained almost entirely within the Jacksonville city limits. Much of the area traversed by the proposed alignment is presently wooded, and where it borders existing developments they are typically post-World War II housing subdivisions or commercial strips.

The Area of Potential Effect was determined in the field (Figure 1). The 500-foot corridor delineated on project plans provided a point of orientation, from which a systematic vehicular reconnaissance was conducted to cover all areas which might reasonably be anticipated to be impacted by construction of the bypass. Factors considered in the determination of the Area of Potential Effect included potential visual and audible impacts, impacts deriving from altered traffic or development patterns, and character of the existing built environment. It was noted that the greater portion of the proposed project will be located on lands of Camp Lejeune, from which all previously existing buildings were removed or destroyed by the Marine Corps upon acquisition of the property in 1940. The western and eastern portions of the project area were found to intersect with varying combinations of post-World War II commercial strip development (which is very prevalent in the city) and residential neighborhoods of similar vintage. The reconnaissance to identify the Area of Potential Effect encountered no areas that might reasonably be described as historic landscape, agricultural or otherwise, and no vestiges of any previously existing historic landscape were identified.

The historic structures survey was conducted in April 1991 by the Cultural Resource Group of Louis Berger & Associates, Inc. (LBA), for the North Carolina Department of Transportation (NCDOT) and the Federal Highway Administration. Field investigation was conducted by Elizabeth Rosin, Architectural Historian, and background research was conducted by Ms. Rosin and Ingrid Wuebber, Historian. This report was written by Ms. Rosin.

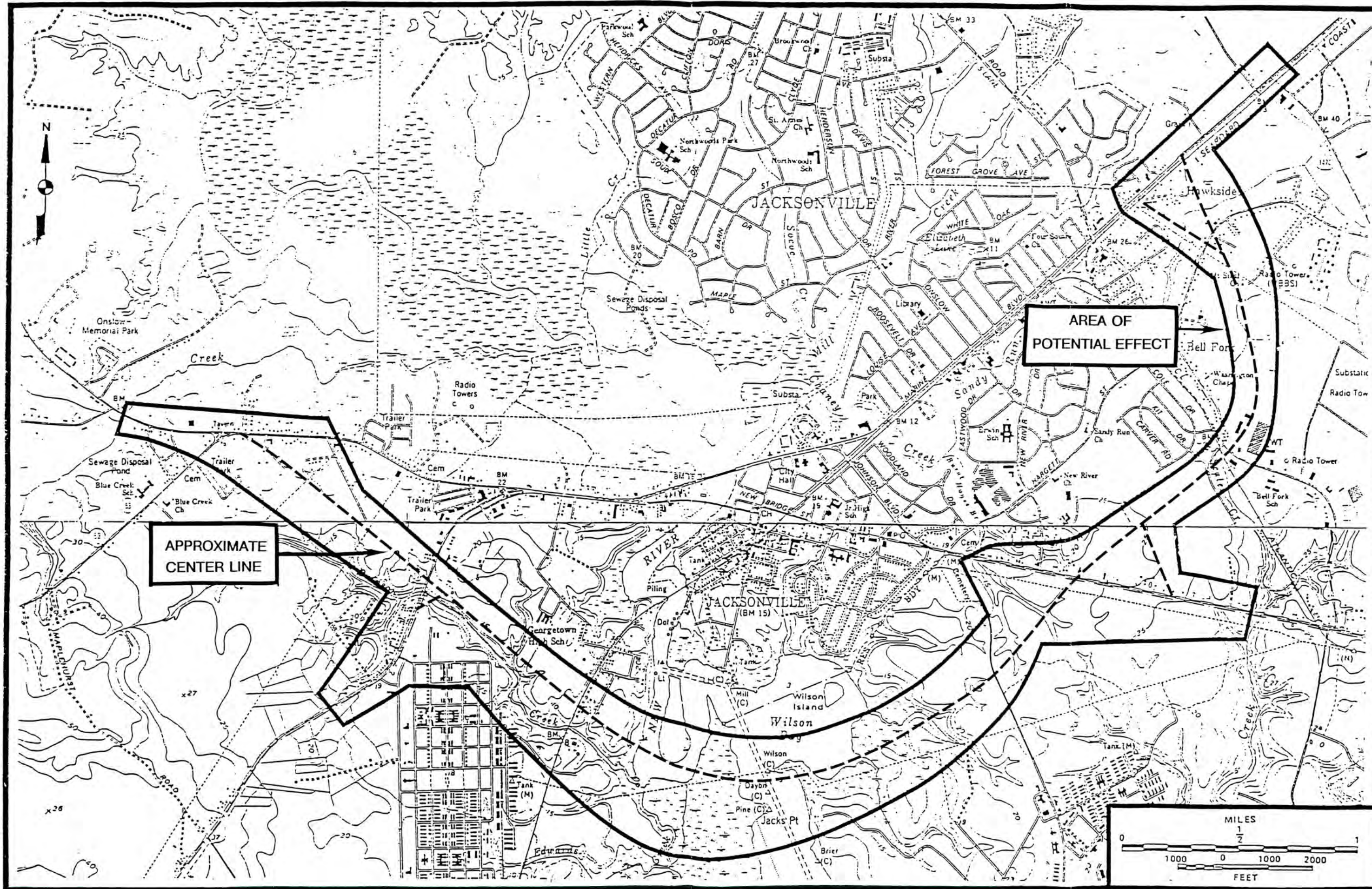


FIGURE 1: Location of Project Corridor and Area of Potential Effect

SOURCE: USGS Jacksonville North and South, North Carolina Quadrangles, 1978 and 1971

II. PHYSICAL ENVIRONMENT

The US Highway 17-Jacksonville Bypass project is located in the flat marshland at the head of the New River. Before settlement, the land was characterized by swamps and pine forests. Evidence of this earlier character is still visible in the undeveloped areas. However, most of the project area traverses land acquired by the U.S. military in 1940 for the construction of Camp Lejeune. The land was cleared to make way for the planned development of the camp. While the new alignment will be confined largely to land that is not yet built upon, it passes near residential developments, typified by one- and two-story frame dwellings, and commercial strips constructed in the 1960s to 1980s. While the Jacksonville community is not large enough to be characterized as urban, the influx of population since the establishment of Camp Lejeune in 1941 has altered the environment from that of a small town to one best described as suburban.

III. ARCHITECTURAL AND HISTORICAL BACKGROUND

(Unless otherwise noted, the information in this chapter is derived from the National Register of Historic Places Multiple Property Documentation Form for Historic and Architectural Resources of Onslow County, North Carolina prepared by Dan Pezzoni in 1988).

In 1705 three Englishmen, the first settlers in Onslow County, established a settlement at Town Point on the New River on land presently occupied by Camp Lejeune. Within twenty years, the population had grown to approximately 35 families from English, German, and French Huguenot backgrounds (Sharpe 1966:956-958). Onslow Precinct was created from New Hanover County by the state legislature in 1734. The Moseley Map of 1733 indicates that settlement spread along the coast and up the rivers and streams. This pattern is typical of the Southern colonies. Roads connected the principal settlements; the earliest coast road followed present-day US Highway 17, continuing across the New River at Sneads Ferry and cutting across, what is today, Camp Lejeune Marine Base, once more picking up present-day US Highway 17 (Moseley 1733).

A county seat was platted at Mittam's Point on New River in 1742. The town, called "Johnston," was struck by a hurricane in 1752 that devastated the coastal southeast.

In response to the destruction of the storm, Johnston was not rebuilt. Instead the county seat was moved inland. Land was acquired from James Wantland, who operated a ferry and tavern at the site where the Boston-Charleston Post Road crossed the New River. This road was the precursor to US Highway 17 in this portion of the study area (Collett 1770; Figure 2). The first courthouse was constructed at the new settlement, known as "Wantlands," in 1756. It was reportedly the first building in Onslow County to have glass windows and to be painted (Brown 1960:343). A bill officially established a town at the ferry in 1785 to be known as "Onslow Courthouse" (Brown 1960:343; Sharpe 1966:958). In 1842 the name of the town was changed to Jacksonville in honor of Andrew Jackson (Sharpe 1966:958).

The Haskell and Smith Gazette described the town in 1845 as "ONslow COURTHOUSE: Post village in Onslow County, North Carolina, situated on the East side of New River. It contains a Courthouse and a few dwellings" (quoted in Brown 1960:343). The current courthouse was built in 1904 and remodeled in 1951 (Sharpe 1966:958).

Prior to the construction of the railroad, transportation of goods occurred via ship. Production of turpentine and naval stores (tar and pitch) represented the primary occupational activities of small and large landholders in Onslow County. Substantial acres were

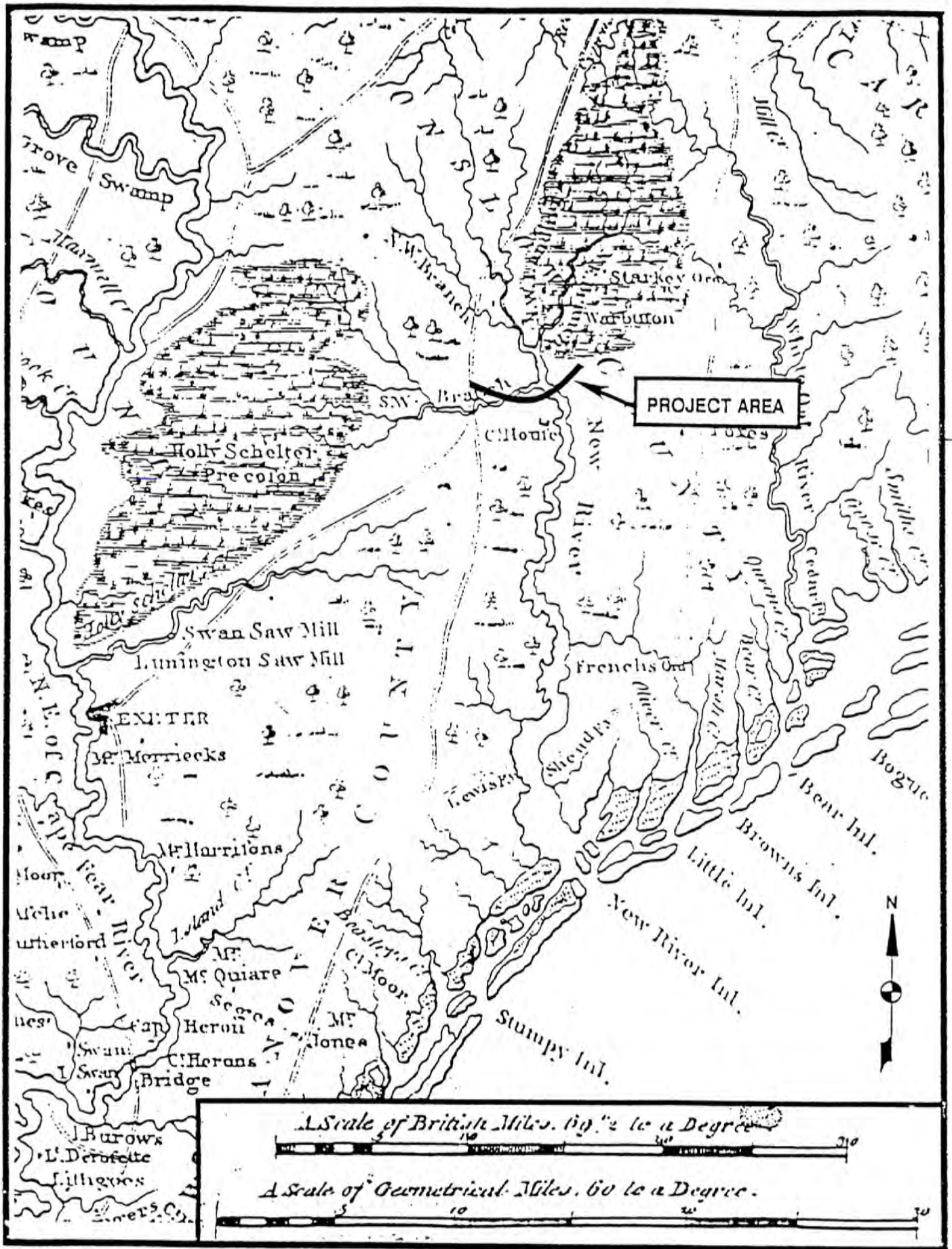


FIGURE 2: Project Area Circa 1770

SOURCE: Collet 1770

planted in corn with smaller investments in wheat, flax, rice, indigo and hemp (Littleton 1981:62). Cultivation of corn, sweet potatoes and collards typically occurred at a subsistence level, as well. However, the sandy soil and lack of efficient overland transportation inhibited the development of agricultural activities on the grand scale seen in other areas of the South. The introduction of the cotton gin to the area in the late 1790s by Robert Whitehurst Snead, coupled with the existing slave economy, did result in an increase in cotton production in the early nineteenth century (Littleton 1981:184). Prior to the Civil War, no more than twenty percent of the land in Onslow County was under cultivation at any time, and after the Civil War, that figure dropped to less than ten percent.

During the Civil War, Onslow was "overwhelmingly secessionist" (Littleton 1981:185). In 1860, several military companies were formed. Hostilities concentrated in the lower New River and Bear Inlet. Union raids, intending to quash blockade running, and to demolish the coastal salt-works, occurred from 1862 to 1864. As was the case elsewhere in the South, the Civil War resulted in poverty, stagnation and strained race relations in Onslow County. Share-cropping and tenancy replaced plantation agriculture. After 1890 market crops, such as cotton, tobacco, and peanuts were grown in Onslow County, but none of the crops was a dominant factor in the county's economy.

The sandy soils were better suited to cattle and swine grazing. Ante-bellum livestock production was moderate due to the difficulties involved with getting the herds to market. After the completion of the railroad between Wilmington and Jacksonville in 1891, livestock and crop production became more profitable activities.

The East Carolina Railway Company was formed in 1887 to construct a line between New Bern and Jacksonville (Brown 1960:196). By 1890 the company was absorbed by the Wilmington, New Bern and Norfolk Rail Road Company, owned by New York financier Thomas G. McIntyre. By the winter of 1890/1891 37 miles of track between Wilmington and Jacksonville were finally laid. The 1890 railroad map shows an unnamed section of track between Wilmington and Jacksonville (Cram 1890). By 1892 several stations had been established along the corridor, and by 1895 the track had been extended to New Bern (North Carolina Railroad Commission 1892; Rand, McNally & Co. 1895; Von Haake 1896; Figure 3). Connecting with the Atlantic North Carolina line two years later, the Wilmington, New Bern & Norfolk Railroad became part of the Atlantic Coast Line Railroad, then the third largest railway system in the state (Brown 1897; Brown 1960:198-199).

The arrival of the railroad facilitated the transfer of goods to distant markets and promoted the development of the lumber industry

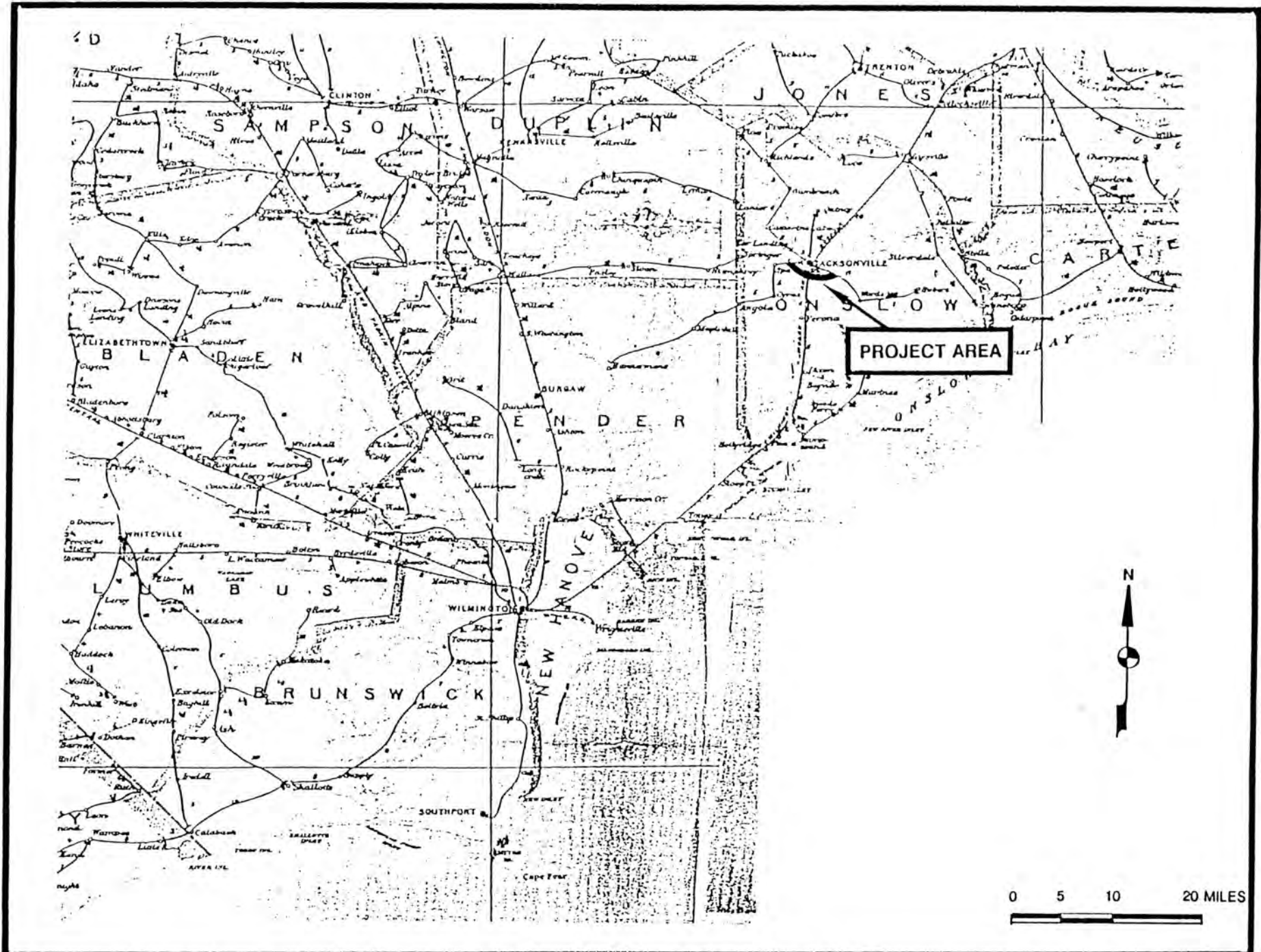


FIGURE 3: Project Area Circa 1896, After the Construction of the Railroad Between Jacksonville and Wilmington

SOURCE: Von Haake 1896

and livestock agriculture. Thomas McIntyre initiated the harvest of timber from Onslow County lands, building a mill in Jacksonville which he sold to the Parmele Eccleston Lumber Company in 1893. The John L. Roper Lumber company built a mill complex on the New River south of Jacksonville in 1906.

After the initial construction of the courthouse, Jacksonville had grown very little. The arrival of the railroad and the establishment of two large sawmills, however, resulted in a boom that increased the population of Jacksonville from 170 in 1890 to 505 in 1910. In response to the invigorated economy and the influx of consumers, the commercial district around the courthouse was expanded and residential neighborhoods were established to the south of town along the roads leading to the mills.

After the turn-of-the-century growth, Jacksonville remained virtually unchanged until, in 1940 and 1941, the Marine Corps acquired 85,000 acres for the creation of a permanent base at Camp Lejeune. The military reservation spans the New River from Jacksonville to Dixon, extending west to US Highway 17 and, in some places, east to the Atlantic Ocean. The area acquired by Camp Lejeune included the locations of the oldest settlements in Onslow County, such as the site of the 1705 settlement at Town Point, the site of Johnston, the site of the Civil War Battle of New River, and the McIntyre's shingle-style estate, Onslow Hall (Brown 1960:185). Military policy prohibited the removal of standing structures from the land of Camp Lejeune, and as a result, many of the finest old homes in the county were demolished.

The base was described by Sharpe as, "a modern city, ...a city-planner's dream come true" (Sharpe 1966:963). The main base of the camp was platted on a grid. Frame and masonry buildings, constructed in the Colonial Revival style, provided a full range of housing, offices, and service and infrastructure facilities.

In 1940, prior to the construction of Camp Lejeune, the population of Jacksonville was 873; ten years later the civilian population had reached 3,960 (Sharpe 1966:963). Since the establishment of the base, Jacksonville has become the focus of the residential and commercial community serving Camp Lejeune. In 1987, the city was home to approximately 52,000 residents, the majority of whom are employed at the base or are relatives of Marine personnel. Accompanying the influx of population in the twentieth century was the development of residential subdivisions, featuring one- and two-story dwellings, and commercial strips along the principal arteries leading into Jacksonville (Plate 1 and 2).

Architecture in the Jacksonville vicinity dates from the late-nineteenth century through the present. Extant nineteenth and early-twentieth century dwellings are one and two story, frame residences adorned with vernacular elements of Italianate, Queen Anne and Craftsman-style architecture, such as bracketed eaves and

projecting bays, and exposed rafter tails. Porches are ubiquitous and exhibit similar stylistic variations. Nineteenth century, Victorian-era porches feature turned posts and balusters, while early twentieth century porches have simple Tuscan columns or squat posts, often flared at the base.

A small number of brick commercial blocks dating from the turn-of-the-century are extant in Jacksonville's central business district. These unassuming, vernacular interpretations of Victorian and Colonial Revival commercial architecture appear to date to the period of economic growth that followed the railroad to the city. These buildings are decorated with columns, corbelled brick cornices, and patterned brick work.

However, post-World War II residential and commercial buildings dominate the architectural landscape of Jacksonville and the project area. These buildings represent the impact of Camp Lejeune on the economy and character of Jacksonville. The residences from this era are typically small, one-story cottages or ranch houses, while concrete strip malls dominate the commercial construction from this period. Unfortunately, the most historic areas of the Jacksonville community focused on the New River. This land is now contained in Camp Lejeune and the historic buildings were razed during the construction of the base.

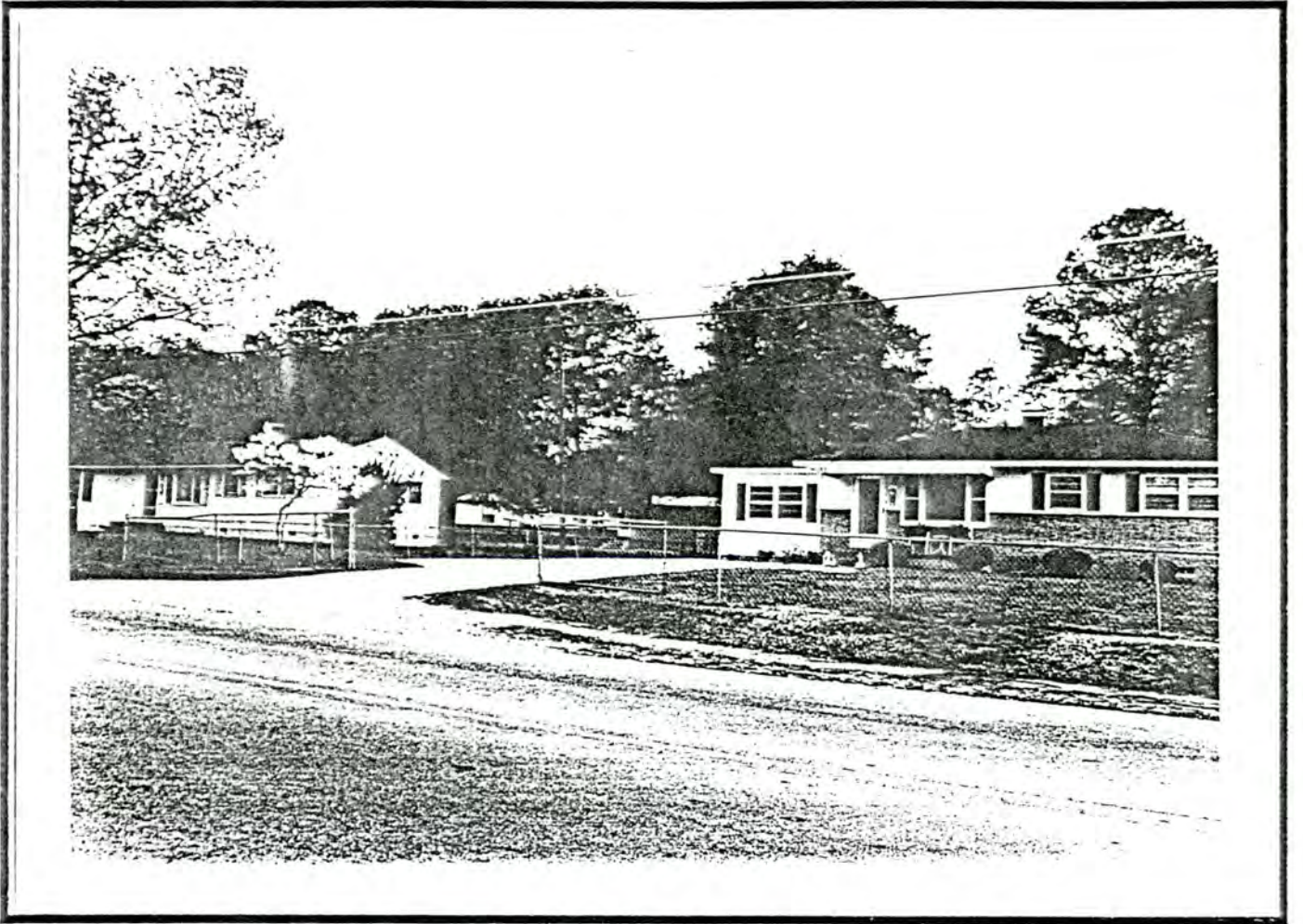


PLATE 1: Recent Residential Development in the Project Vicinity. View Looking Northeast

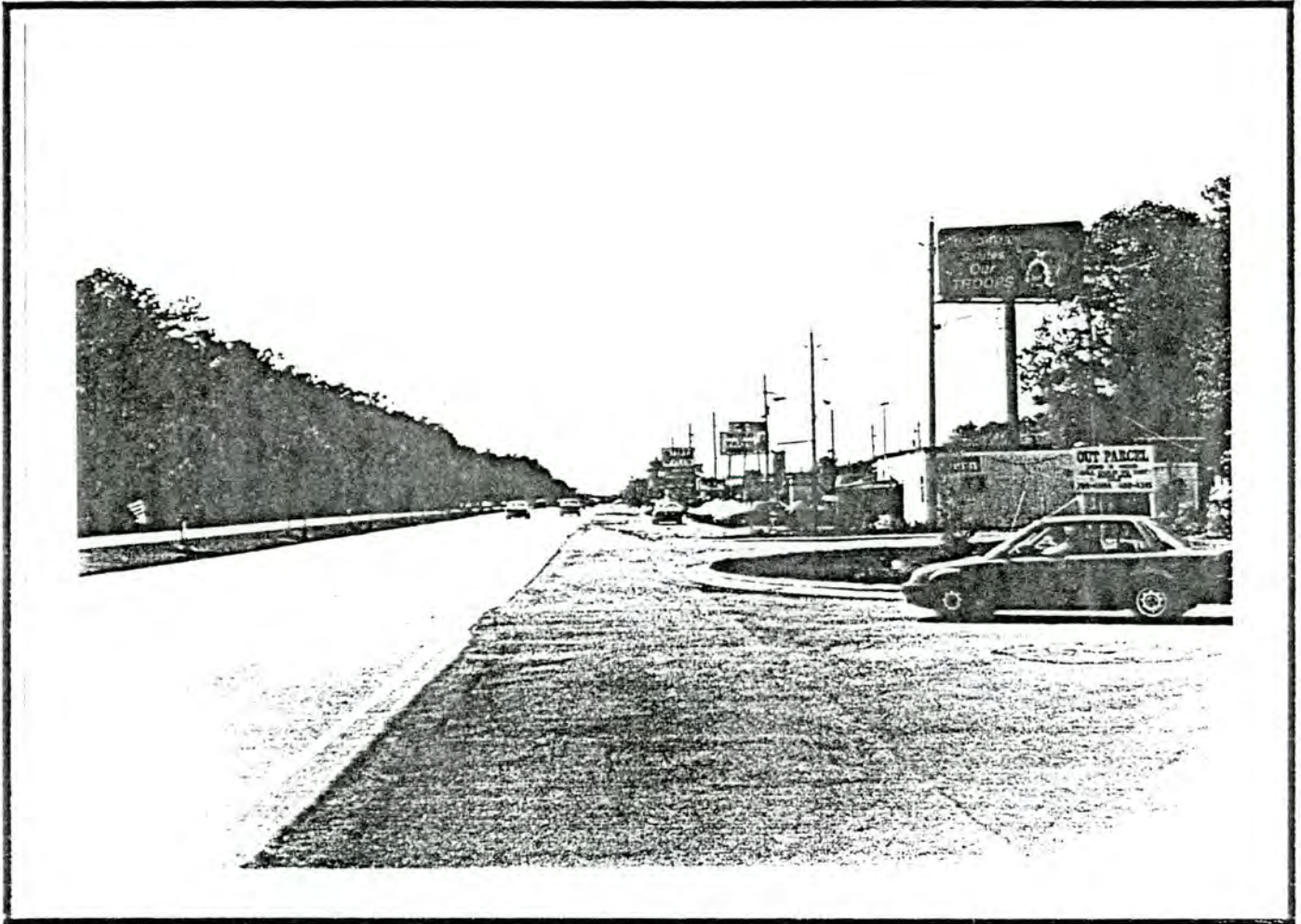


PLATE 2: Recent Commercial Strip Development in the Project Vicinity. View Looking West

IV. METHODOLOGY

Compilation of information about the US Highway 17-Jacksonville Bypass project area included review of files at the North Carolina Department of Cultural Resources as well as historical research. The project area has been included in the 1988 Onslow County Architectural Survey. No historic properties in the vicinity of the project area are currently listed in the National Register or in the North Carolina SHPO Study List. The Area of Potential Effect contains one property, the Prison Camp (ON672), which was previously recorded in the 1988 Onslow County Survey.

Historical research was conducted at the North Carolina State Library and Archives, Raleigh, and at the Jacksonville Public Library. Sources consulted in this effort are listed in the bibliography for this report. Field investigation combined vehicular reconnaissance with pedestrian survey where warranted. All properties appearing to be over 50 years of age within the Area of Potential Effect were photographed and mapped, and notes were taken on the physical characteristics of these buildings.

V. PROPERTY INVENTORY AND EVALUATIONS

One property over 50 years of age was identified in the Area of Potential Effect potential effect (Figure 4). That property is the (former) Prison Camp included in the 1988 survey of Onslow County. This property is not listed in the National Register or the NC SHPO Study List, and it does not appear to meet National Register Criteria for individual significance.

1. (former) Prison Camp (ON672) - East side of US Highway 17, 1.35 miles northeast of the Air Station entrance, Georgetown Vicinity

The (former) Prison Camp, now an Italian restaurant, is located on the east side of US Highway 17 just north of the proposed bypass and Brinson Creek at the western end of the project area (see Figure 4, p. 15). A grassy median divides the four north and south bound lanes of US Highway 17. The west side of the road is lined with small concrete block structures, the majority of which house adult entertainment establishments. South of the (former) Prison Camp on the east side of the road, the land is sparsely built-up and semi-industrial in nature. There are no structures on the lots adjacent to the (former) Prison Camp facility.

The Prison Camp is a four building complex, the main building of which is a one-story brick structure with a mansard roof and a parapeted front and rear roofline (Plate 3). A brick wing, with a stepped roof line, is centered in the rear elevation. The building has a metal roof, painted orange, simulating clay tiles. Constructed circa 1940, the Art Deco character of the building is visible in the main entrance of the building, centered in the facade, which is framed by brick piers extending above the roofline. A panel between the piers is decorated with brick corbels and geometric patterns. On either side of the entrance are eight metal casement windows, each with a metal awning. A garage door, located in the southern wall of the building, was a later addition. Brick chimney flues with arched metal caps rise from the end walls of the main block and the side walls of the rear wing. Behind the main building to the east are three other buildings formerly associated with the Prison Camp. The largest is a one-story, side-gabled clapboard structure with a gabled monitor centered on the asphalt-shingled roof. The monitor has vents in the gable ends. Rafter tails are visible beneath the eaves of both the main roof and that of the monitor. An interior brick chimney rises from the ridge near one end of the building and an exterior brick chimney is located on the ridge at the other end. Multi-paneled wooden doors are located in the gable ends and side walls of the building. On either side of the side wall entrances are bands of windows. It is believed that this building served as a dormitory or mess hall. The second building is a two chamber, flat roofed brick structure that served as a confinement cell. A brick

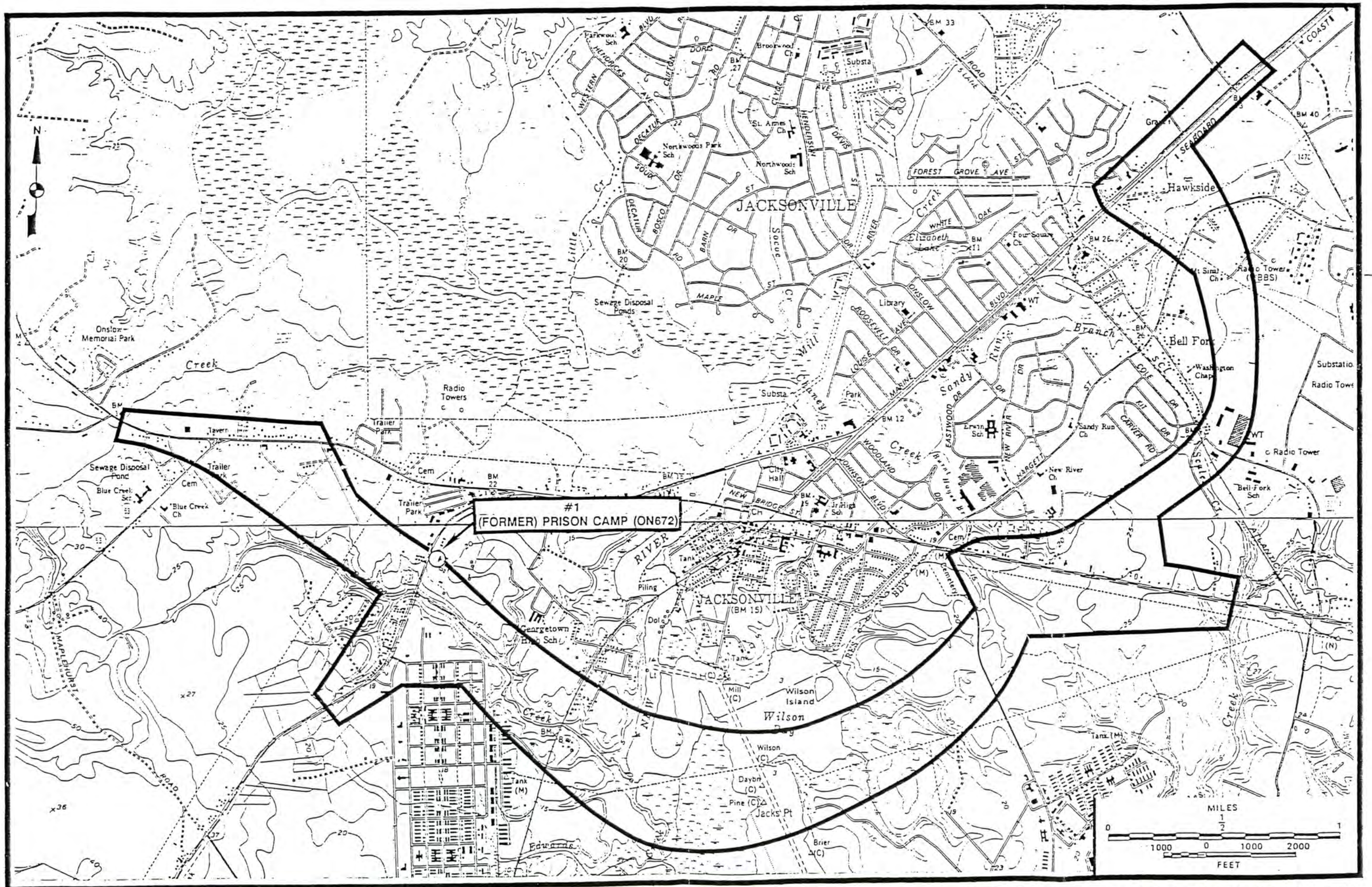


FIGURE 4: Location of Historic Property Identified by this Survey

SOURCE: USGS Jacksonville North and South, North Carolina Quadrangles, 1978 and 1971

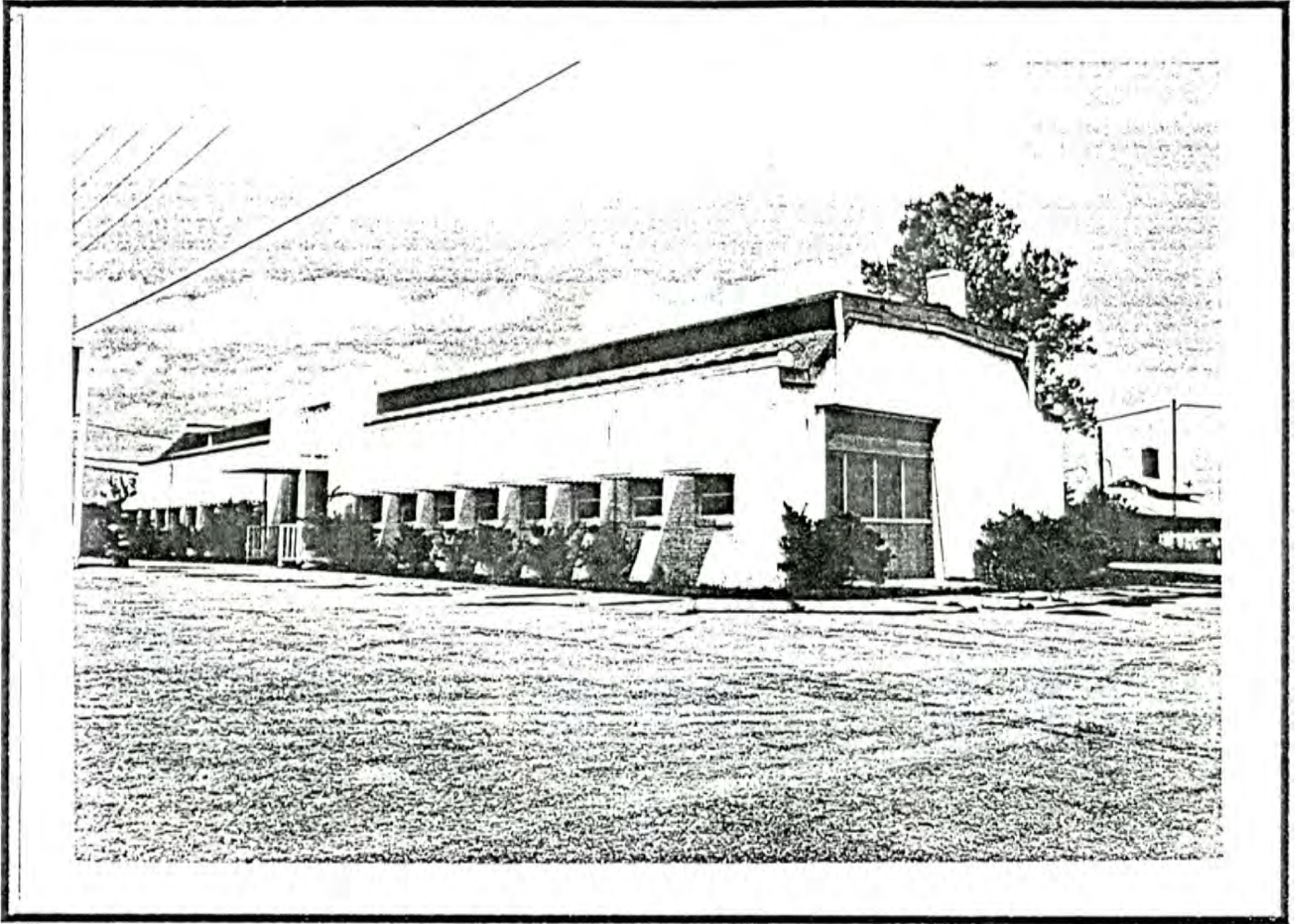


PLATE 3: (Former) Prison Camp, Main Building. View Looking Northeast

VI. POTENTIAL EFFECTS ON PROPERTIES

The proposed construction of the US Highway 17-Jacksonville Bypass will not impact any historic architectural resources within the project's Area of Potential Effect. One property over fifty years of age was identified within the Area of Potential Effect, but does not appear to be eligible for the National Register of Historic Places.

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