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July 27, 2017

Renee Gledhill-Earley
State Historic Preservation Office
109 East Jones Street, Room 258
Raleigh, NC 27601

Subject: **Section 106 Review –Phase I Historic Architecture Survey Assessment of Effects Report, Atlantic Coast Pipeline, LLC, Atlantic Coast Pipeline File No. Multi-County ER 14-1475**

Dear Ms. Gledhill-Earley:

Atlantic Coast Pipeline, LLC (Atlantic) is requesting review and comment on the enclosed assessment of effects architecture report, which reports on investigations conducted for the proposed Atlantic Coast Pipeline (Project). The Federal Energy Regulatory Commission (FERC) is the lead Federal agency for this Project. Atlantic's consultant, ERM, conducted the survey and prepared the enclosed report pursuant to the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended.

Atlantic would appreciate your comments on the attached assessment of effects architecture report, and we look forward to continuing to work with you on this Project. If you have any questions regarding the enclosed report, please contact Richard B. Gangle at (804) 273-2814 or Richard.B.Gangle@dom.com, or by letter at:

Richard B. Gangle
Dominion Energy Services, Inc.
5000 Dominion Boulevard
Glen Allen, Virginia 23060

Respectfully submitted,

Robert M. Bisha
Technical Advisor, Atlantic Coast Pipeline

cc: Richard Gangle (Dominion)

Enclosure: **Phase I Historic Architecture Survey Assessment of Effects Report**

PHASE I HISTORIC ARCHITECTURAL SURVEY OF THE ATLANTIC COAST PIPELINE PROJECT

North Carolina Assessment of Effects Report

Prepared by

ERM

July 2017

PHASE I HISTORIC ARCHITECTURAL SURVEY OF THE ATLANTIC COAST PIPELINE PROJECT

North Carolina Assessment of Effects Report

ER 14-1475

Draft

Prepared for

Atlantic Coast Pipeline, LLC
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Prepared by

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Report prepared by Laura Voisin George, Jeffery L. Holland, and Larissa A. Thomas, Ph.D.

July 2017

ABSTRACT

This report assesses effects from the Atlantic Coast Pipeline, LLC (Atlantic) Atlantic Coast Pipeline (ACP) project (Project) on historic architectural resources eligible for the National Register of Historic Places (NRHP) that were evaluated in the Phase I historic architectural surveys. Dominion Energy Transmission, Inc. (DETI) proposes to build and operate approximately 600 miles of natural gas transmission pipeline and associated laterals on behalf of Atlantic, which is a company consisting of subsidiaries of Dominion Energy, Inc., Duke Energy, Piedmont Natural Gas, and Southern Company Gas. The pipeline system extends from West Virginia to southern North Carolina, and the Project will also include access roads, meter stations, compressor stations, and other above-ground facilities. This document presents findings for the segment of the pipeline corridor in North Carolina, which is approximately 198 miles long. It traverses Northampton, Halifax, Nash, Wilson, Johnston, Sampson, Cumberland, and Robeson counties and includes the trunk line (approximately 186 miles) and a portion of one lateral (approximately 12 miles). The Area of Potential Effects (APE) includes the 300-foot-wide survey corridor that will encompass the construction zone and the permanent pipeline right-of-way for the proposed pipeline, the footprints for access roads and other facilities associated with the Project, and areas of potential indirect (visual) effects that lie within line of sight of proposed aboveground facilities and landscape changes due to clearing of vegetation or other impacts associated with construction. The Federal Energy Regulatory Commission is the lead federal agency, and work is being conducted pursuant to the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended.

The historic architectural surveys were conducted between July 2014 and March 2017. Dovetail Cultural Resource Group (Dovetail) conducted the initial portions of the historic architectural surveys for this Project. ERM conducted additional architectural surveys for the Project related to re-routing of sections of the Project corridor and in response to comments from the North Carolina Historic Preservation Office (NC HPO). Five reports have been submitted between February 2016 and March 2017 reporting the survey findings and recommendations of NRHP eligibility.

In this report, the direct and indirect Project effects are assessed for 16 historic architectural resources located in the current Project APE that are listed in or eligible for the NRHP. The proposed Project would have no adverse effect on any of these resources.

Please note that one resource, CD1465, reported in the Addendum 3 survey report for the Project was found to have been included in that report in error. Due to a mapping mistake, that resource was recorded as being in the APE, but it actually is not subject to potential direct or indirect effects from the Project. The resource was recommended eligible for the NRHP, but since it is not in the APE, it is not covered in the current report.

TABLE OF CONTENTS

APPENDIX A – PROJECT MAPS DEPICTING RESOURCE LOCATIONS
APPENDIX B – RESOURCE PHOTOGRAPHS
APPENDIX C – RESUME OF PRINCIPAL INVESTIGATOR

LIST OF TABLES

LIST OF FIGURES

INTRODUCTION

This report assesses effects from the Atlantic Coast Pipeline, LLC (Atlantic) Atlantic Coast Pipeline (ACP) project (Project) on historic architectural resources eligible for or listed in the National Register of Historic Places (NRHP) that were evaluated in the Phase I historic architectural surveys. Dominion Energy Transmission, Inc. (DETI) proposes to build and operate approximately 600 miles of natural gas transmission pipeline and associated laterals on behalf of Atlantic, which is a company consisting of subsidiaries of Dominion Energy Inc., Duke Energy, Piedmont Natural Gas, and Southern Company Gas. The pipeline system extends from West Virginia to southern North Carolina, and the Project will also include access roads, meter stations, compressor stations, and other above-ground facilities. This document presents findings for the segment of the pipeline corridor in North Carolina, which is approximately 198 miles long. It traverses Northampton, Halifax, Nash, Wilson, Johnston, Sampson, Cumberland, and Robeson counties and includes the trunk line (approximately 186 miles) and a portion of one lateral (approximately 12 miles) (Figure 1). The Area of Potential Effects (APE) includes the 300-foot-wide survey corridor that will encompass the construction zone and the permanent pipeline right-of-way for the proposed pipeline, the footprints for access roads and other facilities associated with the Project, and areas of potential indirect (visual) effects that lie within line of sight of proposed aboveground facilities and landscape changes due to clearing of vegetation or other impacts associated with construction.

The Federal Energy Regulatory Commission (FERC) is the lead federal agency, and work was conducted pursuant to the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470). Section 106 requires federal agencies to take into account the effects of their undertakings (including the issuance of Certificates) on properties listed in or eligible for listing in the NRHP). DETI, as a non-federal party, is assisting FERC in meeting its obligations under Section 106 by preparing the necessary information, analyses, and recommendations as authorized by 36 C.F.R. § 800.2(a)(3). Environmental Resources Management (ERM) is conducting Phase I historic architectural investigations to gather information on historic properties that could be affected by the Project in support of the Section 106 consultation process.

The historic architectural surveys were conducted between July 2014 and March 2017. Dovetail Cultural Resource Group (Dovetail) conducted the initial portions of the historic architectural surveys for this Project and submitted the original Architectural Reconnaissance Survey of the Atlantic Coast Pipeline Project Corridor, a revised Volume I, and Addendum 1 reports (Sandbeck et al. 2016; Staton and Brooks 2016). ERM conducted additional architectural surveys for the Project related to re-routing of sections of the Project corridor and in response to comments from the North Carolina Historic Preservation Office (NC HPO), and has submitted Addendum 2, Addendum 3, Addendum 4, and Addendum 5 (Tucker-Laird et al. 2016, 2017; Voisin George et al. 2016, 2017).

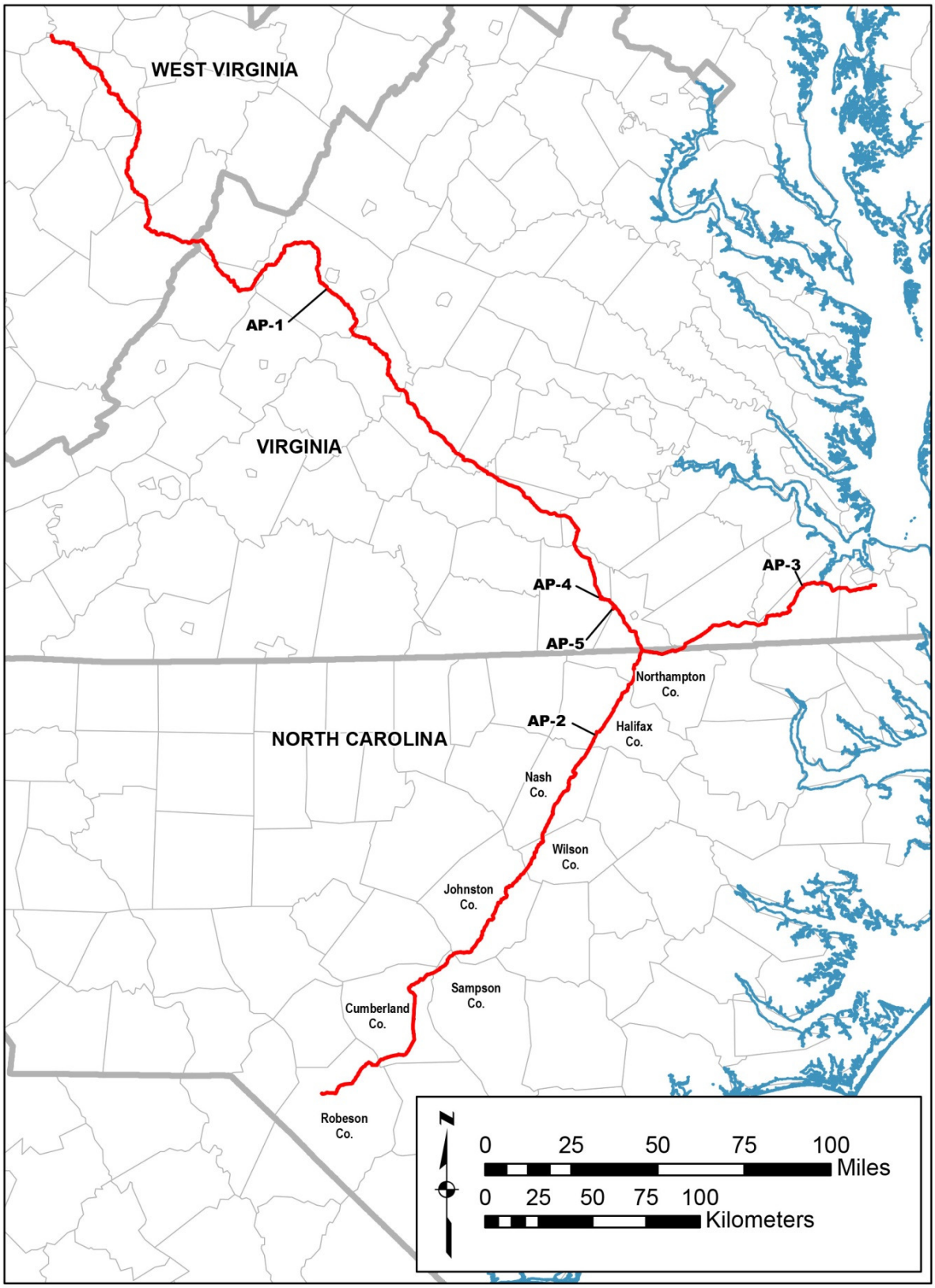

Figure 1. General Overview of the Project Corridor.

MANAGEMENT RECOMMENDATIONS

The historic architectural resources identified in the current APE include 16 resources that are recommended eligible for or listed in the NRHP, and 266 resources that are recommended as ineligible. The 16 NRHP-eligible or listed resources are discussed in this report, and each resource's location in the APE is depicted on Project maps in Appendix A. It is ERM's recommendation that the proposed Project would have no adverse effect on any of these resources. The full assessment of effects discussions for those resources that are eligible for the NRHP can be found in the Results Chapter.

Please note that one resource, CD1465, reported in the Addendum 3 survey report (Tucker-Laird 2016), was found to have been included in that report in error. Due to a mapping mistake, that resource was recorded as being in the APE, but it actually is not subject to potential direct or indirect effects from the Project. The resource was recommended eligible for the NRHP, but since it is not in the APE, it is not covered in the current report.

METHODS

BACKGROUND RESEARCH

Before field investigations for historic resources were initiated, a file search was conducted for previously-identified historic resources, along with information on properties listed in or nominated for the NRHP, within a 0.5-mile buffer of the proposed Project corridor. ERM collected information on resources maintained by the NC HPO. The purpose of the search was to identify resources that might be located within the APE, and to anticipate the types of resources likely to be encountered in the region.

FIELD SURVEY METHODS

An APE is defined 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" (36 CFR Part 800.16[d]). The APE for the current Project includes possible areas of direct construction effects within a 300-foot corridor encompassing the centerline of the proposed pipeline, as well as within the footprint of the associated pipeline facilities, and it also includes areas of potential visual effects on identified historic structures from changes to the setting from construction of new facilities, clearing of vegetation, and/or modifications to the landscape. Thus, the APE extends into areas surrounding the Project containing historic resources within line-of-sight of changes that will derive from the proposed undertaking. The APE is depicted on USGS topographic quadrangle maps in Appendix A.

Due to public sentiment and the sensitive nature of the Project, ERM architectural historians during the current field effort generally were restricted to conducting survey only from the nearest public right-of-way. Within the parameters limiting survey access, ERM architectural historians surveyed all properties determined to be 50 years or older along the relevant Project segments. Each resource was photographed and marked on the applicable USGS quadrangle map. Digital photographs were taken to record the structures' overall appearance and details. Sketch maps were drawn depicting the relationship of dwellings to outbuildings and associated landscape features. Additional information on the structures' appearance and integrity were recorded to assist in making recommendations of NRHP eligibility. When possible, sufficient information was gathered to determine a resource's eligibility for listing on the NRHP, and what effect the proposed undertaking might have on any resource determined to be eligible. When limited access prevented architectural historians from making a confident NRHP assessment, the resource was assumed to be eligible for the purposes of the Project.

Resources were generally defined to encompass the entire extent of the current parcel boundary. For those resources considered ineligible for the NRHP, Project effects do not need to be assessed, and so for simplicity, those resources are indicated in the Appendix A maps as the locations of the actual structures. Some of those structures lie outside the defined visual APE, but the parcels on which they are located extend into the APE. The Appendix A maps do, however, depict the entire parcel boundary that is the proposed NRHP boundary for resources recommended eligible for the NRHP. Assessment of Project effects for NRHP-eligible resources took into account effects to each element of the resource that contributes to its eligibility, including elements of the landscape within the entire parcel boundary when these contribute to qualities that constitute the resource's significance. Resources identified in the current field effort were reported to the NC HPO. Survey Site Numbers (SSN) were obtained, and shape files and database information provided.

NRHP EVALUATION

Sufficient information was collected to make recommendations for each identified historic resource regarding eligibility for listing on the NRHP, unless access was denied and the resource could not adequately be observed from the public right of way. When a property could not be observed to obtain the information necessary for a NRHP evaluation, the resource is presumed to be eligible for the NRHP and will be treated as such in the context of consultation on the Project.

According to 36 C.F.R. § 60.4 (Andrus and Shrimpton 2002), cultural resources eligible for listing on the NRHP are defined as buildings, structures, objects, sites, and districts that have "integrity" and that meet one or more of the criteria outlined below. Criterion D is typically relevant to archaeological sites.

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.

"Integrity" is perhaps the paramount qualification of NRHP eligibility, and can be related to any or all of the following (Andrus and Shrimpton 2002):

Location: the place where the historic property (or properties) was/were constructed or where the historic event(s) occurred;

Design: the combination of elements that create the form, plan, space, structure, and style of a property (or properties);

Setting: the physical environment of the historic property (or properties);

Materials: the physical elements that were combined to create the property (or properties) during the associated period of significance;

Workmanship: the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory;

Feeling: the property's (or properties') expression of the aesthetic or historic sense of the period of significance; and

Association: the direct link between the important historic event(s) or person(s) and the historic property (or properties).

Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the NRHP (Andrus and Shrimpton 2002). However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- Consideration A: A religious property deriving primary significance from architectural or artistic distinction or historical importance; or

- Consideration B: A building or structure removed from its original location, but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or

- Consideration C: A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life; or

- Consideration D: A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or

- Consideration E: A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

- Consideration F: A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or

- Consideration G: A property achieving significance within the past 50 years if it is of exceptional importance.

Each identified resource was evaluated in relation to these criteria and considerations.

HISTORIC CONTEXT

The Project traverses North Carolina's inner Coastal Plain from the Virginia state line nearly to the border with South Carolina. The areas surveyed for the current report are located in Halifax, Nash, Wilson, Johnston, Sampson, Cumberland and Robeson counties. While most of the route passes through rural, agricultural land, some more populated areas are in the vicinity of the route. The major historical developments of Eastern North Carolina are summarized below in the context of the history of the state and region.

HISTORIC PERIOD

European Exploration and Colonization

In the mid-sixteenth century, more than 100,000 Native Americans are thought to have lived in present-day North Carolina, with the Tuscarora, Catawba, and Cherokee being the largest tribes. Many of the Tuscarora lived in the Coastal Plain region, while the Catawba lived in the Piedmont, and the Cherokee in the mountain region to the west (Claggett 1995). The Iroquoian Nottoways and Meherrin tribes lived in autonomous villages at the current-day border between Virginia and North Carolina (Meherrin Nation 2011).

English, Italian, and Spanish explorers visited North Carolina in the sixteenth century. The expansion of Spanish exploration in the Caribbean brought their ships to the North Carolina coast beginning in the 1520s. A Spanish official stationed in Hispaniola commissioned three expeditions. The first in 1521 explored a location called Chicora near the present-day border between North and South Carolina, and the Spanish sailors called the Siouan Native Americans whom they encountered Chicoreans (Powell 1989:30–31; Utley and Washburn 2002:12). Some of the natives were captured and transported to Santo Domingo to be sold as slaves, contributing to the tribe's disappearance by the end of the seventeenth century (Utley and Washburn 2002:11–12). In 1526, another expedition attempted to establish a settlement at the Cape Fear River (which they called the River Jordan), but illness and starvation soon caused its survivors to return to Santo Domingo (Powell 1988:10–11). In 1566, an expedition headed by Pedro de Coronas bound to establish a mission station at the Chesapeake Bay was driven ashore by a storm at the northern end of the Outer Banks; they explored the Currituck Sound and claimed the land for the king of Spain before they continued their journey (Powell 1988:11–12). During the 1560s, some Spanish ships returning from Florida followed the Gulf Stream as far north as Kill Devil Hills before turning east across the Atlantic; Native American tribes on the North Carolina coast were found to have iron tools recovered from shipwrecks in that vicinity (Powell 1989:32).

Giovanni de Verrazano arrived near present-day Cape Fear in 1524, having been commissioned by a group of Florentine and Portuguese merchants in France to locate a new trade route to the Orient. The Native Americans they encountered treated the Spanish sailors gently and courteously, and their friendliness was noted by later European explorers (Powell 1989:29–30). Verrazano may have given a map of his discoveries to English King Henry VIII, seeking support for a subsequent voyage.

England's claim to North America was based on the exploration of John Cabot in the late fifteenth century. In 1584, Queen Elizabeth granted a charter to Sir Walter Raleigh to establish a colony in North America. Raleigh's 1584 survey expedition explored from a base at Roanoke Island (named for the nearby Algonquin Roanoac tribe) in present-day Dare County's section of

the Outer Banks (National Park Service 2015a; Powell 1988:13–14). They returned to England with two young Native American men, who contributed to the popular interest in the new land that was named Virginia for Elizabeth, the Virgin Queen. Twice the colonies at Roanoke were found abandoned when new vessels arrived from England (North Carolina History Project 2015a; Powell 1988:15–19; Wolfe 2011). The mysterious disappearance of the colonists created speculation that they may have relocated to the village of Croatoan (present-day Hatteras) and integrated with the tribe (Powell 1989:18–19).

Subsequently, the Virginia Company of London created a settlement at Jamestown, Virginia, in the Chesapeake Bay. During John Smith's conversations with Algonquin chief Powhatan, the Native American leader told Smith that the Roanoke colonists had been making their way to the Chesapeake Bay when they were caught between two warring bands of Native Americans and slaughtered, not long before the arrival of the Jamestown colonists. Powhatan showed Smith some of the earlier colonists' copper pots as evidence of his account (Powell 1988:19). Growing tensions and some initial small scale conflicts between the English settlers and the widespread Powhatan confederation led to a series of Anglo-Powhatan wars between 1610 and 1646, as the settlement expanded and developed tobacco plantations (Rice 2014; Wolfe 2011).

In 1629, the region had been part of a grant by England's King Charles I to Robert Heath, the Attorney General for England and Wales and a member of the council of the Virginia Company. Called Carolana from the Latin form of the king's name, the grant included territory between 31st degrees and 36th latitudes, covering the area from Spanish Florida to the southern side of Albemarle Sound in North Carolina. The charter stated that Heath was "about to lead thither a Colony of men, large and plentiful, professing the true religion, sedulously and industriously applying themselves to the culture of the said lands and to merchandizing." But during England's Civil War (1642–1651), Heath was stripped of all his possessions and fled to France, and Charles I was executed. Interest in the Province of the Carolinas faded, and the territory was considered unsettled (Lewis 2007a).

During the Interregnum, the 11-year period between the reigns of Charles I and Charles II when Oliver Cromwell ruled England as a commonwealth before becoming its Lord Protector, a number of settlers made their way into Carolina from Virginia (Powell 1988:4, 21). In 1650, trader Abraham Wood and Edward Bland, an explorer and investor in the Virginia Company of London undertook an expedition to establish new trading opportunities in the southwestern area of the colony and visited the Roanoke River near Roanoke Rapids, which Bland named New Britain (Briceland 2013). Fur trader Nathaniell Batts explored the Albemarle Sound area in 1653–1654 on behalf of planter Francis Yeardley, who had a house and fur trading post built in present-day Bertie County, at the western end of Albemarle Sound (McPherson and Paschal 1979). Batts and other settlers purchased their land from the local Native Americans and recorded their grants in Virginia (Powell 1988:21). By the 1660s, the Albemarle region was the site of the only structured government in the Carolinas colony (Baxley and Powell 2006). In 1662, Samuel Stephens, the son of a member of Virginia's House of Burgesses and the owner of vast acreage in Albemarle, was appointed "commander of the southern plantation" by the Virginia Council (Daniels 2005; Powell 1988:22). By 1663, approximately 500 Euro-American colonists had settled in the Albemarle area; however, due to its distance from Jamestown, the area was thought to be a haven for runaway servants, debtors, thieves, fleeing criminals, and pirates (Powell 1988:27; Walbert 2015a).

In 1660, the English monarchy was restored under King Charles II. To reward the noblemen who had remained loyal and aided him during his exile, the king made grants for a number of

proprietary colonies in North America, including the Carolinas in 1663 (Joyner 2006). The charter for the first propriety colony, Maryland, had been granted in 1632 and gave its recipient a license to rule and to appoint all of the colony's officials. In exchange for settling the territory with British subjects at the proprietors' expense, they had the authority to collect quitrents from the settlers who purchased land in the colony (Dictionary of American History 2003). Virginia Governor William Berkeley was among the eight who were named as the Lords Proprietors of Carolina in 1663 (Walbert 2015a). The following year the territory was divided into Albemarle, Clarendon, and Craven counties. In 1665, the Lords Proprietors asked the King for an additional grant of the "southern plantation" territory at the North Carolina-Virginia border (Powell 1988:22).

In exchange for settling the territory with British subjects at their own expense, the Proprietors had the authority to collect quitrents from the settlers who purchased land in the colony (Dictionary of American History 2003). Settlers who had arrived in the Carolina territory prior to 1663, and had acquired their land from the Native Americans, were often resentful of the Lords Proprietors and their intent to establish a hierarchy of noblemen in the colony. Particularly in Albemarle County in the north, they fought to retain their freedom. After Virginia restricted the shipping of Albemarle tobacco through its ports, and the Lords Proprietors directed their governor to prevent Carolina farmers from the use of extralegal coastal traders to get their tobacco to European markets without paying British taxes on them (under the Navigation Acts), the 1677 Culpepper's Rebellion jailed the appointed governor and elected an assembly to develop a fair and consistent system for the collection of taxes and the operation of government. Recognizing that they would not be able to control the residents of Albemarle, and that the settlement of Charles Town, established in 1670 at the confluence of the Ashley and Cooper rivers, had a better harbor, the Lords Proprietors selected present-day Charleston, South Carolina as the seat of the colony in 1691. A deputy governor was assigned to the northern part of the colony. By 1696, settlements on the northern side of Albemarle Sound were expanding, and Bath County was formed near the Pamlico River. In 1705, a colony of French Huguenots who had been dissatisfied in Virginia had resettled there (Powell 1988:26–29).

In the mid-sixteenth century, more than 100,000 Native Americans are thought to have been living in present-day North Carolina, with the Tuscarora, Catawba, and Cherokee being the largest tribes. Many of the Tuscarora lived in the Coastal Plain region, while the Catawba lived in the Piedmont, and the Cherokee in the mountain region to the west (Claggett 1995). The Iroquoian Nottoways and Meherrin tribes lived in autonomous villages at the current-day border between Virginia and North Carolina, which were visited by trader Abraham Wood and explorer Edward Bland in 1650. Following their involvement in Bacon's Rebellion in Virginia in 1675–1676, the Meherrin Indians signed a peace treaty that created a reservation for them along the Nottaway River in Virginia's Southampton County (Heinemann et al. 2007:56–58; Virginia Department of Education 2015). However, in 1696, the Meherrin tribe moved down the Meherrin River and relocated in Hertford County, North Carolina (Meherrin Nation 2011).

European settlement of North Carolina was confined to the Coastal Plain into the early eighteenth century. The first recorded Euro-American expedition to North Carolina's Piedmont region was led by John Lawson in 1700–1701, traveling north from the southern coast of the Carolinas (present-day Charleston) on a native trading path, crossing the Yadkin River and turning east near present-day High Point (North Carolina Historic Sites 2015a; Valentine 2002:4). After visiting Occaneechi Town (near present-day Hillsborough), they crossed the falls of the Neuse River in present-day Wake County and arrived at a Tuscarora settlement near

Wilson County, which may have been the town of Tosneoc (present-day Toisnot) (North Carolina Historic Sites 2015a; Valentine 2002:4).

The Iroquoian Tuscarora were the most populous and powerful tribe in eastern North Carolina, with settlements located along Coastal Plain rivers (Bishir and Southern 1996:8). The Tuscaroras' experience with many Euro-American traders had been negative; Virginia's Governor Alexander Spotswood described it as "…the Clandestine Trade carreyed on by some ill men", who dealt unfairly in trade with the Native Americans or killed them to obtain goods, in some cases capturing the natives and selling them as slaves (Hofstra 2004:59; Utley and Washburn 2002:71).

In 1710, a Swiss land development company co-founded by Baron Christoph von Graffenried and John Lawson promoted the settlement of a new town called New Bern to Swiss, German, and English settlers (Powell 1988:29; North Carolina Historic Sites 2015a). The land had been purchased both from the Lords Proprietors and from the Native Americans, but the natives were resentful at the loss of their hunting grounds and town sites; New Bern was built on the leveled site of the Indian town Chattoka (Powell 1988:29–30). The Tuscarora Indians sought to emigrate to Pennsylvania in 1710, but their messengers were unable to obtain a written pass from North Carolina's governor. In 1711, the Tuscarora attacked New Bern to drive out the colonists, killing many, slaughtering or driving off livestock, burning houses and barns, and destroying the crops (Powell 1988:31). The war continued until a combined Euro-American force from North and South Carolina overcame the natives in 1713, with a peace treaty signed in 1715 (Utley and Washburn 2002:71–72).

Virginia Governor Spotswood, who had refused to send the Virginia militia to North Carolina unless that colony paid and equipped the troops, created the Virginia Indian Company and established Fort Christanna in 1714, located near the Meherrin River in Brunswick County, Virginia. However, the Fort Christanna trading post was not financially successful, and it did not achieve Spotswood's goal of creating Native American dependence on English manufactured goods as a diplomatic tool for forging alliances with the Native American tribes in the interest of stabilizing the frontier. Support for Fort Christanna ended in 1717 (Hofstra 2004:59). Subsequently, many of the surviving Tuscarora moved north to New York to join the Iroquois Confederacy, becoming the sixth nation of the former Five Nations confederacy. Initially entire villages emigrated, followed by small bands of the remaining tribal members (Josephy 1968:96–97, 82; Shamlin 1992; Utley and Washburn 2002: 72). However, some members of the Saponi, Tuscarora, Tutelo, and Nansemond tribes continued to live in the Fort Christanna area until the mid-eighteenth century before relocating to Old Granville County in northern central North Carolina (UNC American Indian Center 2015). Others, under Chief Tom Blount, signed a treaty with the North Carolina colony in June 1718 granting them a 56,000 acre reservation (subsequently known as Indian Woods) on the Roanoke River in what is now Bertie County; in later years, the tract was reduced by cessions to encroaching settlements. The present-day Tuscarora tribe members remaining in North Carolina are centered primarily in Robeson County (Tuscarora Nation of North Carolina 2013). The Lumbee tribe, descendants of the Siouan Cheraws who fought against the Tuscarora, is also centered in Robeson County, with their economic, cultural and political center at Pembroke (Lumbee Tribe 2015).

The Colonial Period and the Revolutionary War

While many of those settling in the northern areas of the Carolinas during the seventeenth century became small tobacco planters with only a few slaves, the southern part of the colony

around Charles Town developed extensive rice plantations with large enslaved work forces to supply the sugar plantations in the West Indies (Independence Hall Association 2014). In 1712, North and South Carolina were divided, and in 1719 the land in South Carolina—with more resources and more potential for taxation—was acquired by Britain's King George I from seven of the Lords Proprietors, and it was reorganized as a royal colony (Walbert 2015b). In 1729, North Carolina also became a royal colony (Powell 1988:35).

In 1668, Albemarle County had been divided into the Berkeley, Carteret, and Shaftesbury (later Chowan) precincts, named for three of the Lords Proprietors. There were a total of eleven precincts by 1729: six in Albemarle and five in Bath County. In 1738, Albemarle and Bath counties were dissolved and the precincts became counties (North Carolina Manual 2007). Bertie County had become a precinct of Chowan in 1722, with Northampton County formed from Bertie in 1741. The Roanoke River provided a route for traders and early settlers in this area (Martin 2015a). Euro-American settlement in the Roanoke River Valley began early in the eighteenth century, with land grants being made in the Northampton area as early as 1706 to colonists moving south from Virginia to the area's fertile bottomlands. A system of plantation agriculture developed as planters used enslaved labor to cultivate wheat, corn, peas, and tobacco, as well as apples and peaches for brandy. Timber and forest products from North Carolina's pine forests including shingles, planks, barrel staves and heads were produced, as were the commodities of turpentine, tar, and pitch used by the Royal Navy (Griffin 1976; North Carolina Department of Cultural Resources 2014a; Powell 1988:42–43). From about 1720 to 1870, North Carolina led the world in the production of naval stores (Lefler and Newsome 1973:97).

Halifax County was formed to the south of Northampton in 1758, with the town of Halifax established as the county seat in 1760. The Euro-American settlers created a trading post at the Roanoke River. Settlement grew up around Roanoke Rapids at the county's northern edge, which is located at the Fall Line between North Carolina's Piedmont and Coastal Plain. Roanoke Rapids was at the head of river navigation until the nineteenth century (North Carolina Department of Cultural Resources 2014a; Srikanth 2015). A few miles below the rapids, a settler named Daniel Weldon purchased a large tract for his home and orchard in 1752, with the settlement that grew up around it being named Weldon (Butchko 1996).

In 1754, after border disputes between the British colonies and French forces at the Forks of Ohio River (present-day Pittsburgh, Pennsylvania) led to a conflict with the Virginia militia, Virginia Lieutenant Governor Robert Dinwiddie called on the governors of neighboring colonies for assistance. North Carolina called up its militia, which marched under the command of James Innes to Fort Cumberland (at the Maryland/Virginia border), but arrived after Lieutenant Colonel George Washington's defeat at Fort Necessity. Innes was named commander-in-chief of the combined Anglo-American force and directed to reinforce Fort Cumberland, but large numbers of the militia deserted and Innes disbanded the regiment. As the French and Indian War began, with attacks by Native Americas on the North Carolina frontier, the provincial assembly voted to raise a company to protect the colony's borders as well as to send troops to the Ohio Valley. Fort Dobbs was built at present-day Statesville (in Iredell County) the following year—the only military installation between southern Virginia and South Carolina at that time. The fort's company marched north in 1758 to join other colonial forces and British regulars under British General John Forbes for an attack on Fort Duquesne, which the French destroyed just before their arrival (Walbert 2015c).

As the Euro-American military units and their Native American allies disbanded, the Cherokee warriors that had supported General Forbes' troops felt slighted at their limited compensation. As the warriors returned southward, Euro-American settlers did not distinguish between them and the Shawnee Indians that had been making attacks in western Virginia, and they turned on the Cherokees as well. Also at this time, Euro-Americans in South Carolina executed some Indian hostages, and a period of conflict known as the Cherokee War ensued in 1760–1761, ranging from Virginia to Georgia. Fort Dobbs also was attacked. In 1761, plans were made for its company to march with Virginia troops against the Cherokee, but the Native Americans sued for peace, resulting in the 1761 Treaty of Long Island on the Holston in Virginia and the 1762 Treaty of Charleston in South Carolina (Heinemann et al. 2007:99; Walbert 2015c).

At the end of the Cherokee War, more settlers moved to the western backcountry. In the Piedmont region to the west of Halifax County the Regulator Movement developed, with its center in Hillsborough, in Orange County (Martin 2015b). Beginning in 1764, settlers in the backcountry above the Fall Line protested that their colony's system of taxation was unfair, with the less productive land in the western and Mountain regions being taxed at the same rate as the more fertile, level soil of the Coastal Plain. In addition, royal government officials were charging them excessive fees and falsifying records about tax collection. These abuses contributed to the Regulators' feelings of sectional discrimination and a deep distrust of the authorities based in eastern North Carolina; citizens of the Piedmont sought to regulate their own affairs (Lewis 2007b; Powell 2006). Many appointed, rather than elected, officials became targets of numerous threats and violence, including sheriffs, tax collectors, registrars, court clerks, and judges. Governor Arthur Dobbs issued a proclamation against the taking of illegal fees, but that directive was ignored, and dissatisfaction and unrest spread among the people. The new royal governor, William Tryon, arriving in North Carolina in 1764, initiated the building of an elaborate governor's mansion, which would also serve as a government center, in New Bern, at public expense (Powell 2006). When Britain imposed the Stamp Act in 1765 to repay its expenses in the French and Indian War, Tryon responded to North Carolinians' resistance to it by refusing to allow the North Carolina Assembly to convene, and by preventing delegates from attending the Stamp Act Congress in Philadelphia (North Carolina History Project 2015b). In 1770, a mob in Orange County seized a county officer against whom it held grievances and dragged him down a flight of stairs, while the home of another official was entered and his personal possessions thrown out the window. The following year a special term of court was called in Hillsborough, but its judges hesitated to attend, and Tryon called out the militia to protect them (Powell 2006). The Bute County militia refused to comply (North Carolina Department of Cultural Resources 2008). The Regulators sought a public meeting with government officials to discover "whether the free men of this [Orange] county labor under any abuses of power or not." The officials ignored the call for a discussion as well as a request for an explanation of other recent events. In 1771, Governor Tryon led the militia to the Regulators' camp west of Hillsborough, but stated that he would confer with them on the condition that they laid down their arms and disbanded. When they refused, the North Carolina militia opened fire in what is known as the Battle of Alamance (in present-day Burlington in Guilford County). Some of the Regulator leaders were captured and tried, and Tryon issued an offer to pardon to those who swore an oath of allegiance to the royal government. Many Regulators did so, while some moved westward over the mountains to found new settlements in the territory that would become Tennessee (Lassiter and Lassiter 2004:26; Powell 2006).

In 1773, a Committee of Correspondence was appointed by the North Carolina Assembly to share "continental correspondence" (Powell 1988:57). In 1774, a mass meeting of citizens

called for a provincial congress in response to the developing political crisis and sent delegates to the state's First Provincial Congress in New Bern, as well as to the First Continental Congress in Philadelphia (Lamm 2006; Powell 1988:58; Smith 2006). When Josiah Martin, who had replaced Tryon as North Carolina's royal governor, summoned the assembly to New Bern in April 1775 to express his disapproval of the Continental Congress, the provincial congress also called its members to New Bern, on the day before Martin's assembly. When they attended Martin's assembly, the members expressed their approval of the actions of the Continental Congress. In response, Governor Martin dissolved what would be the final royal assembly. One month later, North Carolina received news that Britain's Parliament had declared the North American colonies in a state of rebellion as a result of the activities of the Continental Congress. Governor Martin removed from the governor's mansion to Fort Johnston at the mouth of the Cape Fear River (near present-day Southport in Brunswick County) in June, and when a company of minutemen marched against the fort in July, Governor Martin fled to a British sloop-of-war anchored in the river. The Third Provincial Congress met in Hillsborough in August and sent troops in December to assist Virginia in driving out its governor, Lord Dunmore (Powell 1988:60–62).

Settlers from the Scottish Highlands arrived in North Carolina beginning in 1732, with many settling in the Cape Fear River valley of southeastern North Carolina. Later arrivals moved into the Upper Cape Fear region, and by 1754, they had formed a settlement in the Cross Creek area (present-day Fayetteville), where a road toward settlements in the west intersected with a north-south road leading to the older Albemarle settlements and the port at Wilmington. Sawmills, a grist mill, a mercantile store, a tanyard, and blacksmith shop were established at Cross Creek by 1760 (Johnson 2015; Powell 1988:38). The surrounding area of present-day Cumberland County was rapidly settled and scores of farms and pastures were established (Smith 2011:18). When emigrating from Scotland after their defeat in the Jacobite Rising in 1745, some Scots settlers had taken an oath to never again oppose the British crown, and they therefore were Loyalists during the American Revolution (Powell 1988:39). The exiled North Carolina Governor Martin, in coordination with Lord Charles Cornwallis and British General Henry Clinton, assembled a force of 800 Highland Scots who were to join British regulars in occupying North Carolina to suppress the rebellion in Virginia and South Carolina (Powell 1988:62–63). But the Continental Patriots defeated the Highlanders in the Battle of Moore's Creek Bridge in February 1776. The battle was later called the "Lexington and Concord of the South" and was considered a significant Patriot victory (Martin 2015b). One of the Loyalist leaders, Donald MacDonald, was imprisoned in Halifax after the battle, and Loyalist support subsequently diminished, with approximately 400 of the Scottish immigrants taking an oath of allegiance to the Continental forces in Cumberland County in 1778 (Clifton 1991; Johnson 2015).

North Carolina's Fourth Provincial Congress met in Halifax in April and May 1776. This assembly produced the Halifax Resolves, which it sent with North Carolina's delegates to the Second Continental Congress, empowering them to concur with delegates from the other colonies in declaring independence and establishing foreign alliances. Although North Carolina made the first formal provincial endorsement for separation with the Halifax Resolves, it was presented to the Continental Congress on the same day the Virginia delegates presented their resolves (Powell 1988:64–65). The Fifth Provincial Congress assembled in Halifax later that year to draft and approve North Carolina's first state constitution and appoint its first non-royal governor (North Carolina History Project 2015c).

Much of the action against the British forces in the first three years of the Revolutionary War was in the Mid-Atlantic colonies to the north (Heinemann et al. 2007:129). Troops from North Carolina fought under General George Washington in the 1777 Battle of Brandywine and were stationed in the 1777–1778 winter camp at Valley Forge in Pennsylvania (Powell 1988:68–69). In the area between the Cape Fear and the Pee-Dee Rivers, an almost equal division of loyalty between the British and the Continental causes resulted in frequent changes of control of the local government. The local militia, whose officers and corps changed frequently, were more like partisan bands than a regimented military organization (McKinnon 2003:11).

Attacks focused on the Southern colonies began in 1778 with British Lieutenant Colonel Archibald Campbell's attack on Savannah and the capture of Charleston in May 1780. Royal governments were re-established in Georgia and South Carolina. British advances into Charlotte, North Carolina, met hostile resistance, while backcountry settlers defeated British troops that had withdrawn to King's Mountain, South Carolina, and North Carolina troops defeated British Lieutenant Colonel Banastre Tarleton at Cowpens (near present-day Chesnee, South Carolina) in January 1781 (Powell 1988:72–74). Continental General Nathanael Greene lured Lord Cornwallis' troops across the North Carolina Piedmont, with Cornwallis searching for troops and supplies in Hillsborough (Powell 1988:74). After gathering reinforcements at the Virginia border, Greene turned back to meet Cornwallis at the Battle of Guilford Courthouse (in present-day Greensboro in Guilford County) in March 1781—the largest engagement fought in North Carolina during the Revolutionary War (Howard 2010). Greene's forces withdrew from the field to protect their soldiers, after causing considerable losses to the British troops; Cornwallis lost nearly 27 percent of his army (Howard 2010). Returning to Wilmington for supplies, Cornwallis recognized that he could not take North Carolina; and in April he led his troops to Virginia, expecting to return to North Carolina after taking Virginia. His troops were cut off on the Yorktown peninsula in October 1781 and surrendered. The last British troops were removed from North Carolina in November, but following Cornwallis' departure, armed Patriot and Loyalist bands continued the violence in North Carolina for another two years, with Loyalist David Fanning capturing North Carolina's governor and most of the General Assembly in Hillsborough (Howard 2010; Powell 1988:76–80).

The 1783 Treaty of Paris formally ended the Revolutionary War. Also in that year, an Act of Pardon and Oblivion was passed at Hillsborough by the North Carolina General Assembly allowing most Loyalists to return home and regain their confiscated property (Troxler 2006). However many returning Loyalists found themselves ostracized, and some left North Carolina (Powell 1988:82).

From Independence through the Antebellum Period

Some Native American tribes had fought in the Revolutionary War on the side of the British, including the Mohawks, Cayugas, Senecas, and Onondagas, while the Oneidas and Tuscaroras fought for the Continental army (Utley and Washburn 2002:105–107). The natives received no consideration in the Treaty of Paris, although Britain's prime minister Lord North noted that it would not be just, after their cession of their territories and hunting grounds, to forsake them. Although their British allies were defeated, the Indians still regarded themselves as independent, while the new United States sought their submission to the new government (Utley and Washburn 2002:112–113). The first Treaty of Hopewell, signed in 1785 by representatives of the Cherokee at the Keowee River near Hopewell Plantation (in present-day Clemson, South Carolina) established a boundary line restraining Euro-Americans from hunting or settling in the main valley of the French Broad River, and the Native Americans agreed not to enter the Euro-

American areas except for trading, participating in treaty meetings, or other ordinary business (Kelly 2011; Powell 1988:99). However, within five years, the extent of Anglo settlement on the lands set aside in the treaty for the Cherokee prompted renegotiation with the Cherokee. The expansion of settlements had occurred despite a 1788 proclamation by Congress forbidding such activity and directing those citizens who had settled with their families on Cherokee hunting grounds to depart immediately. The 1791 Treaty of Holston reiterated the general terms of the Treaty of Hopewell but reduced the breadth of Cherokee lands (Kelly 2011).

In 1788, the Hillsborough Convention met to discuss ratification of the new U.S. Constitution, with those living in the eastern half of the state in favor of the Federalist position for a strong central government, and backcountry residents favoring a smaller, more restricted government that would preserve liberty (North Carolina History Project 2009). The representatives voted to decline its adoption, and suggested amendments and a bill of rights. When the Fayetteville Convention met the following year, it was apparent that the Bill of Rights would be added, and the Constitution was ratified (Powell 1988:90–92). In 1790, North Carolina's western land was ceded to the new United States, and it became the state of Tennessee in 1796 (Powell 1988:88).

The Hillsborough Convention also recommended that the state's capital be relocated from New Bern (which had not been used as the seat of government since the royal governor fled in 1775) to a site in Wake County. Land was purchased and the design of the city of Raleigh was based on the nation's capital in Philadelphia (Allen 1918:78; North Carolina Department of Cultural Resources 2014b). Until the state capitol was completed in 1794, Halifax continued to be the political center of the state, as well as the shipping center for wheat and meat, and the distribution point for merchandise brought up the Roanoke River from coastal ports (Allen 1918:78). Planters and merchants built fine homes in Halifax, and its society was considered among the most cultured in the state (North Carolina History Project 2015c). During his 1791 presidential tour of the Southern states, George Washington visited Halifax and noted the principal products of the surrounding area as tobacco and pork with some cultivation of corn, wheat, oats, cotton and flax (Allen 1918:66–67).

North Carolina's climate is in the northern range for the cultivation of cotton and rice and the southern limit for tobacco (Bishir and Southern 1996:11). Following the development of the cotton gin in 1793, cotton replaced tobacco and indigo as the South's main cash crop (Hatfield 2014). In North Carolina, cotton exports grew from one and a half to five million pounds in 1795, and by 1801 the South produced 48 million pounds of cotton, compared to two million pounds a decade earlier (Hatfield 2014; Powell 1988:103). The demand for new agricultural land increased, as did the demand for enslaved labor to cultivate and harvest the cotton (Powell 1988:103). In Johnston County, some of the timberland that had supplied lumber, turpentine and naval stores was also converted into fields for cotton, as the limited options and high cost of transportation had discouraged residents from producing harvests for export (Lassiter and Lassiter 2004:71).

Although most of the fighting in the War of 1812 occurred outside of North Carolina, British naval vessels and privateers harassed coastal shipping along the North Carolina coast. The British sent landing parties ashore at several places and were driven off by the state militia. Ocracoke and Portsmouth were captured for a few days in July 1813, but the North Carolina revenue cutter *Mercury* outran the enemy ships, reaching New Bern in time to thwart any surprise strike on the mainland. After the British burned Washington, D.C., in August 1814, the federal government called up another 7,000 North Carolina militiamen, and two North Carolina

regiments were sent to Norfolk. Also in 1814, about 1,000 men from the western counties marched from Salisbury (in present-day Rowan County) to take part in fighting in Georgia and Alabama against the Creek Indians, who had been stirred to armed resistance against American expansion. By late 1814, neither side could claim a clear victory and both war weary combatants sought a peaceful settlement (Braund 2008; Norris 2006; Utley and Washburn 2002:126–127; U.S. Department of State 2015).

After a brief post-war boom, the U.S. experienced its first significant economic crisis, the Panic of 1819. The price of cotton fell by 50 percent, land values dropped 20 percent, and a poor harvest extended the resulting depression (Powell 1988:105). Although North Carolina had been one of the leading industrial states in 1810, its reliance on agriculture and the closing of British ports contributed to the decline of its industrial position by 1830. The loss of the West Indies trade had lessened the demand for lumber, and heavy British taxation on tobacco depressed that market. In addition, North Carolina cotton began feeling the impact of competition from new cotton fields in the Gulf Coast states. Poor transportation options exacerbated these problems. Few navigable rivers and little road building placed the state and its residents at a serious disadvantage (North Carolina Business History 2007a). Because of geography and the locations of major ports, most trade in goods produced in North Carolina in the eighteenth century went through Virginia or South Carolina (North Carolina Business History 2007a; Powell 1988:8).

North Carolina's internal discord at the end of the eighteenth century led to an inward focus on protecting individual freedoms from government control and taxation, addressing the state's debt and disposition of its western lands, and rivalry between small farmers in the backcountry and the more prosperous residents of the eastern part of the state (Powell 1988:52, 83, 89, 92). Significant numbers of residents moved away from its stagnant economy, worn-out farmland, poverty, and lack of opportunity. Although they recognized that transportation in North Carolina was slow, inefficient, and so expensive that farmers could not afford to ship their produce more than a few miles, and that other states were investing in internal improvements, many of its legislators and voters strongly opposed raising taxes or increasing government's involvement in internal improvements; for years, the state's role was limited to granting charters to private companies to operate toll bridges, canals, and navigation projects. State legislator Archibald Murphey made proposals between 1815 and 1818 for providing North Carolina with an extensive network of canals and navigable rivers linked by good roads, and in 1819 a Board of Internal Improvements was established (Norris and Watson 2006).

The Dismal Swamp Canal Company had been established in 1790 to construct a canal between the Chesapeake Bay in Virginia and Albemarle Sound. Construction began in 1793 and the canal opened to flatboat traffic in 1805 (Dismal Swamp Welcome Center 2015). In 1812, the North Carolina legislature created the Roanoke Navigation Company to build and maintain internal improvements that would promote commercial navigation on the Roanoke and its tributaries (Joyner and Moore 2006). At Roanoke Rapids, the 7.5-mile Roanoke Canal was built around the falls between 1819 and 1823, allowing continuous navigation into the upper stretches of the river (Gery 2012). In 1818, Joseph Seawell of Fayetteville was granted a monopoly for his steamship company on the Cape Fear River between Fayetteville and Wilmington, and he created the Cape Fear Steam Boat Company partnership in 1822. Located at the head of navigation on the Cape Fear River, Fayetteville was an active port for steamboats traveling to Wilmington and thence to national and international markets (Horn 2004). Others soon followed, and more than 100 merchant steamboats plied North Carolina rivers and sounds between 1812 and 1860 (North Carolina Business History 2007b).

North Carolina also lagged behind neighboring Virginia and South Carolina in the development of railroads. In the late 1820s, recognizing the competitive disadvantage that transportation obstacles created for North Carolina's agricultural products, discussion began of creating a central railroad (Horn 2004). The first railroad company in North Carolina, the Wilmington & Raleigh (with a station at Weldon), was founded in 1833, followed by the Raleigh & Gaston Railroad in 1835 (Norris and Watson 2006). Another line, the Portsmouth & Roanoke Railroad, was chartered by the Commonwealth of Virginia as the Petersburg Railroad in 1830 and opened in 1833, connecting Blakely (a few miles downriver from Weldon) via Garysburg, North Carolina, to Virginia's Hampton Roads. It was used for much of North Carolina's shipping prior to the Civil War; in 1846 it was re-named the Seaboard & Roanoke when it was purchased by the Virginia Board of Public Works (Bright 2015; Lewis 2017). The Portsmouth and Roanoke Railroad built the first bridge across the Roanoke River into Weldon in 1837 (Lewis 2017). The North Carolina Railroad Company, chartered in 1849, built a rail line that connected with the Wilmington and Weldon Railroad and ran between Raleigh, Greensboro, and Charlotte, also passing through Hillsborough and being the first line to reach Johnston County in 1856 (Horn 2004; Lassiter and Lassiter 2004:75; Powell 1988:119). With the railroads' construction, Weldon became an important trade center, and the towns along the rail lines grew rapidly, becoming known as the Piedmont Crescent (Johnson and Dickerson 2000:28; Powell 1988:119). While the railroads were under construction, a number of wooden plank roads or "farmers' railroads" were also being built in the late 1840s and 1850s. Fayetteville was the terminus for several major plank roads—east to Warsaw, north to Raleigh and west to Albemarle. The longest plank road in the world ran from Fayetteville to High Point, Salem, and Bethania in Forsyth County (Horn 2004; Mattson 1987:49).

However, many of the region's dominant planters and legislators resisted public investment in internal improvements. With competition from other ports and manufacturing centers exacerbating the state's problems with trade and transportation, the economy stagnated, ports often stood empty of ships, and in the 1820s and 1830s promising new plantation lands in Alabama and Mississippi drew thousands of eastern North Carolina residents westward (Bishir and Southern 1996:15). Also in this period, the sluggish economy led to the sale of thousands of slaves to the Cotton Belt (Crow et al. 2006). Many in North Carolina opposed slavery, and during Congressional discussions leading to the 1820 Missouri Compromise, one of North Carolina's senators and a number of Congressmen from its western counties supported antislavery measures (Powell 1988:125). In 1831, following the Nat Turner slave uprising in Southampton County near Virginia's border with North Carolina, rumors circulated of slaves in Sampson and Duplin counties being involved in Turner's rebellion, with white mobs murdering a number of enslaved men, while other slaves were arrested, tried, and a few were executed. North Carolina, like Virginia, passed new legislation further restricting the rights of both enslaved people and free blacks (Wood and Walbert 2009). Following the Compromise of 1850, sectional differences were inflamed over the question of slavery, and the right of Congress to control the expansion of slavery into new territories (Powell 1988:125).

Civil War and Reconstruction

With the 1860 election of Abraham Lincoln as President, the people of North Carolina were urged to "watch and wait"—that the necessity for revolution did not yet exist, but any effort on behalf of the federal government to employ military power against one of the Southern states "would present an emergency demanding prompt and decided action" (Powell 1988:128). The following month, a secession convention in South Carolina voted to leave the Union. South Carolina was joined by seven additional states of the Lower South in February 1861. President

Buchanan ordered the soldiers at Fort Moultrie on Sullivan's Island, overlooking Charleston's harbor, to relocate to the isolated Fort Sumter in the middle of the harbor (Miller Center 2015). North Carolina sent delegates both to a peace conference in Washington, D.C., and to the inauguration of the Confederate States of America in Montgomery, Alabama (Powell 1988:130). When the U.S. government attempted to resupply Fort Sumter in April, the Confederacy demanded its surrender and bombarded the fort (National Park Service 2015b). Upon receiving President Lincoln's call for troops to assist in restoring the Union, the North Carolina legislature called a convention for the state's secession in response to the administration's "provocative action," and the arsenal at Fayetteville was taken over by the Confederacy (Powell 1988:131–133; Smith 2011:77).

President Lincoln ordered a blockade of all southern ports to prevent the export of cotton and the smuggling of war materiel into the Confederacy. In response to Confederate blockade running into and out of the state's ports, Union forces under General Benjamin Butler and Commodore Silas Stringham converged at Hatteras Inlet in late August 1861 and successfully captured Forts Clark and Hatteras, closing the inlet to blockade running. In order to completely control the waters of northeastern North Carolina, the Union organized the Burnside Expedition. A joint army-navy operation, the Burnside Expedition lasted from late January through late April 1862 and resulted in the occupation of much of eastern North Carolina as a base of future operations. The U.S. Navy also destroyed North Carolina's small, fledgling navy, nicknamed the Mosquito Fleet. By late April 1862, the Union thoroughly controlled the coast of North Carolina from the Virginia border to the White Oak River. Beaufort became a coaling station for the North Atlantic Blockading Squadron, thereby making it less difficult for the Union to conduct interior raids, refuel the blockading force, and supply troops. General Ambrose Burnside also captured the state's former capital of New Bern, which became the military and political center for the Union in North Carolina (North Carolina Historic Sites 2015b).

In Northampton County, Confederate training camps Clarendon, Daniel, Hill, Leventhorpe, Long, and Ransom were established near Garysburg; Camps Advance and Floyd were located near Weldon in Halifax County (Branch and Davis 2006). Weldon was a transportation hub during the war, with the Raleigh and Gaston, the Seaboard and Roanoke, the Petersburg, and the Wilmington and Weldon Railroad (the longest railroad in the world at that time and known as the "Lifeline of the Confederacy" for its role in transporting supplies from the ports at Wilmington), serving as the main arteries for the transportation of both Confederate troops and provisions from the South to Richmond and the Army of Northern Virginia (Branch and Davis 2006; Johnson and Dickerson 2000:28). Weldon was also the site of a small wooden Methodist chapel that was outfitted as Wayside Hospital #9 from 1861–1862, with a mass grave site nearby (Halifax County Convention and Visitors Bureau 2015). Confederate General Hospital #2 was established at the Wilson Female Academy in Wilson, which was selected for its location on the Wilmington & Weldon Railroad line connecting with Virginia via the Petersburg Railroad (Broadwater 2015). A mass grave of soldiers who died at that hospital also is located nearby (Commemorative Landscapes of North Carolina 2015).

Disruption of the rail lines was the goal of many Union raids in North Carolina. In 1863, Union soldiers crossing Northampton County to destroy the railroad bridge across the Roanoke River encountered Confederate troops at Boon's Mill (near present-day Jackson, North Carolina). The Union forces withdrew, sparing the railroad bridge and the local crops (Northampton County Bicentennial Committee 1976:38). The cotton mills at Rocky Mount—renamed Battle Mills in 1847, after the owners' family—produced cloth for Confederate uniforms and yarn for socks. In addition, its owner William S. Battle's plantation provided meat and corn for the Confederate

troops (Kullen 1998:28). Union troops under Major Ferris Jacobs, on their way to destroy the Wilmington and Weldon Railroad bridge, burned the mill and its 150 looms in 1863 (Mattson 1987:51).

While there were numerous small skirmishes in eastern North Carolina during 1862 and 1863, no major Union military assaults took place until the end of 1864 (North Carolina Historic Sites 2015c). General William T. Sherman completed his March to the Sea through Georgia in late December and turned northward to the Carolinas. The Union high command also turned its attention to the Cape Fear region, particularly Fort Fisher and Wilmington. By capturing Wilmington, the main source of supplies for the Army of Northern Virginia, which was entrenched around Petersburg and Richmond, Virginia would be cut off. Simultaneously, General Sherman marched into North Carolina from the south (North Carolina Historic Sites 2015d). He had given orders to cease the "scorched earth" destruction enacted in Georgia and South Carolina; but as they proceeded through North Carolina, the soldiers stole or destroyed stores and supplies, personal valuables, and buildings, and burned cotton and other crops (McKinnon 2003:15). Between March 1 and March 10, 1865, the Union soldiers advanced toward Fayetteville, constantly skirmishing with Confederates, until reaching the Monroe's Crossroads battlefield, which became the scene of a large-scale all-cavalry battle (Shaeffer 2015a; Wittenberg 2015). The Confederates withdrew toward Fayetteville, with Union scouts skirmishing with Confederates as the Union forces advanced. The Confederates withdrew across the Cape Fear River before the arrival of the main Union force and destroyed the bridges. Fayetteville formally surrendered to Sherman's forces, but the town was plundered and burned and its arsenal destroyed (Powell 1988:141; McKinnon 2003:15; Shaeffer 2015a; Smith 2011:81, 86). The Union forces continued northeast, destroying railroad trestles and depots, mills, and factories, before reaching Bentonville in Johnston County, where the largest battle fought in the state occurred on March 19–21, 1865. General Joseph E. Johnston, commanding all Confederate forces in North Carolina, faced General William J. Hardee's Corps (North Carolina Historic Sites 2015d; Smith 2011:84). After three days of fighting, Johnston retreated across Mill Creek Bridge and along State Route 1009 (Devils Racetrack Road), and General Sherman did not pursue them, but continued to Goldsboro to resupply his troops. The Confederate forces suffered 2,500 casualties in the battle, effectively destroying their offensive capabilities against Sherman's larger army (Goode et al. 1994). Subsequently, Union General George Stoneman led a destructive raid through western North Carolina and southwestern Virginia to disrupt the North Carolina Railroad and Piedmont Railroad. Major military hostilities ceased once General Robert E. Lee's surrender became widely known. Raleigh was surrendered to Union forces on April 13. Generals Sherman and Johnston met in April at a farm near Durham Station to work out the details of Johnston's surrender. This agreement was finalized on April 26, 1865, thus officially ending the Civil War in North Carolina (North Carolina Historic Sites 2015d).

As legal and political processes were developed to "reconstruct" the former Confederate states and return them to the Union—initially under the control of military districts administered by the U.S. army—small-scale commercial and large-scale industrial interests sought business opportunities, creating what came to be known as the "New South." Resources and facilities had been damaged or destroyed during the war, currency issued by the Confederacy was worthless, there were few sources for credit, and agricultural production could no longer depend on the former enslaved workforce (North Carolina Historic Sites 2015e). Families had lost fathers and sons and were reduced to poverty, and emancipated slaves lacked opportunities for

employment. A tenant farming system developed, redefining agricultural practices and transforming the landscape (Bishir and Southern 1996:33).

The railroads' recovery after the war occurred relatively rapidly with the assistance of the federal government, which sold off captured rolling stock on easy terms, and repairs were made by the Union army. Some of the older rail lines were abandoned (Ready 2005:271). From 1865 to 1875 North Carolina's government issued almost $18 million in bonds to 13 different railroads. But due to inept administration, most of the funds were lost to corruption and extravagant spending. Nevertheless, the state witnessed the roads' expansion from 984 miles to 1,356 miles of track in the first postwar decade (deTreville and Wait 2006). After 1870, the General Assembly turned over the development of a railroad system to private investors, with the assurance that the state would invest substantially in its success (Ready 2005:271). Interest in the growth of railroads was spurred by the building of the transcontinental railroads. Congress had passed the Pacific Railway Act in 1862, which authorized the construction of a transcontinental railroad and provided grants of public land to railroad companies in exchange for building tracks in specific locations; the first such railroad was completed in 1869. Beginning in the early 1870s, railroad construction across the United States increased dramatically (Grant 2011; Library of Congress 2015). In 1872, the Richmond & Danville Railroad joined the Atlanta and Richmond Air Line Railway in completing the Piedmont Air Line system of railroads across the southeast, which carried over 70 percent of the state's freight and transshipments (Lewis 2007d; Ready 2005:273). However, rampant speculation in railroad development was a factor in the Panic of 1873, the effects of which persisted through 1878 (McNamara 2015). With the revival of the economy in the mid-1880s, the state's railroad companies embarked on a new round of track-laying, with mileage doubling to 3,128 miles between 1881 and 1891. Dozens of short-line railways were constructed in the 1880s. Passenger traffic declined, but freight revenue accelerated (deTreville and Wait 2006).

The Roanoke Canal was developed into a source of water power to generate electricity in 1882, and by 1900, two powerhouses were in full operation. However, competition with a newer adjoining power canal, high maintenance costs, and the need for larger hydroelectric facilities put the navigation canal out of business in 1912. The property was again sold, this time to the predecessors of Dominion Resources, and facilities like the powerhouses served as maintenance and civic service buildings for several decades. In an effort to save the remains of the original navigation canal and its associated architectural features, the Roanoke Canal Commission was established to acquire the property or right of way and begin preservation and restoration efforts. In 1976, the remnants of the canal were placed on the National Register of Historic Places (The Roanoke Canal Museum and Trail 2015). The Rocky Mount Mills Village historic district was also placed on the National Register in 1999 (Kullen 1998).

Postbellum Life

After the Civil War, eastern North Carolina remained overwhelmingly agricultural, and as late as the mid-twentieth century, most people in the region lived on farms. However, farming in the region shifted away from the old diversity of crops toward a single cash crop—first cotton and then tobacco (Bishir and Southern 1996:35).

By late 1865, cotton had again become one of the state's principal crops, and it remained the state's number one cash crop until 1920, when tobacco overtook it (Mattson 1987:51). The renovation of older mills and the construction of numerous new cotton mills in the North Carolina Piedmont contributed to the state's economic recovery through the end of the nineteenth

century (Ready 2005:261; Powell 1988:165). By 1880 a Cotton Mill Campaign was launched to publicize the opportunities for the production of cloth from cotton, and more than 50 cotton mills were established, with the majority located in the Piedmont region (Powell 1988:166). Battle Mills in Rocky Mount, destroyed during the Civil War, were rebuilt in 1869 and again in 1870 after a fire. William S. Battle attempted to raise money by incorporating, but the capital was insufficient to revive the mill. It was reorganized by its trustees as the Rocky Mount Mills; and with its productivity restored, the mill facility expanded. Rocky Mount Mills became one of North Carolina's major manufacturers by the end of the nineteenth century, and a mill village was constructed as housing for its workers between 1888 and 1892 (Kullen 1998:23–24; Ready 2005:267). The textile mill site of the Roanoke Rapids Mill Village was established in 1893 (Bishir and Southern 1996:46). Near Fayetteville, only one cotton mill was not destroyed in the war. It resumed production, with additional mills built by 1900, as well as a village for worker housing (Lassiter and Lassiter 2004:110; Smith 2011:102). Fayetteville and Selma became important cotton centers (Smith 2011:2). To the west in Cabarrus and Rowan counties, Cannon Mills expanded from four to twelve textile mills between 1900 and 1920, eventually becoming one of the largest manufacturers of towels in the world (Powell 1988:167; Ready 2005:267).

In the 1870s, cotton was Wilson County's primary cash crop, but the more profitable flue-cured tobacco supplanted it in the 1880s. For much of the twentieth century, the city of Wilson promoted itself as "the world's greatest tobacco market" (Broadwater 2015). The first tobacco factory opened in Winston in 1871, manufacturing mainly chewing tobacco (Ready 2005:269). The Duke family began producing smoking tobacco in Durham in 1869 and opened a factory in 1874 (Carter 2006). Acquiring the rights to machinery for rolling cigarettes, the Duke Company took over the nation's major cigarette manufacturers in Virginia and New York. Becoming the American Tobacco Company, the firm controlled four-fifths of the domestic tobacco industry (excluding cigars) by 1906 (Carter 2006).

In North Carolina's forests, the coming of the railroads and emergence of new markets resulted in extensive logging beginning in the 1890s. By 1916, only the western part of the state retained a few pockets of the virgin forest (Ready 2005:274–276). In Piedmont North Carolina, the improved railway transportation in the area, along with large stands of hardwood forests, attracted developers. Initially producing wood spindles for the textile industry in 1881, the White brothers of High Point switched to manufacturing furniture and were among the founders of the High Point Furniture Manufacturing Company in 1889. Soon, they and other small factories were producing inexpensive lines of wooden household furniture for a demanding southern market (P. Marshall 2006a). By 1900 there were 44 furniture factories in High Point and the surrounding towns, and High Point replaced Danville, Virginia, as the furniture capital of the nation (P. Marshall 2006a; Ready 2005:277). The central location of the Piedmont made High Point a natural shipping point for southern markets that desired inexpensive, well-made furniture. The industry was also given a boost when several national mail-order companies, including Sears, Roebuck & Co., purchased large lots of North Carolina furniture to market nationwide through their catalogs (P. Marshall 2006a). In 1921, the Southern Furniture Exposition, Inc., opened a ten-story building, with 249,600 square feet of exhibition space in High Point as a national exhibition site where manufacturers displayed their products and took orders. Furniture dealers and buyers visited these halls at least twice a year, viewing a variety of lines from across the country. Attendance at the exposition increased over time and strengthened North Carolina's stature as a national leader in furniture production (P. Marshall 2006b).

The textile, tobacco, and furniture industries did not produce the large industrial cities that developed in New England and the Mid-Atlantic states, but compact villages, bustling mill towns, and some smaller cities such as Charlotte, Raleigh, and Greensboro. However, the economic activity connected to these industries led to a shift in population and political power within the state, from the coast to the Piedmont region by the beginning of the twentieth century (Ready 2005:277–278, 281). By the mid-1920s, North Carolina was established as the leading industrial state of the New South (Ready 2005:323).

Modernization in the Twentieth Century

With the United States' entry into World War I, the state's factories increased production, and addressed shortages of labor, food, and fuel. A plant in High Point produced airplane propellers. War industries brought jobs, but they also contributed to labor shortages and overcrowding in some cities. A scarcity of farmworkers and the heavy strain on railroads from military and industrial requirements threatened to cause food shortages, resulting in a "Feed Yourself" campaign that was so successful that the state produced four times as much food in 1918 as it had the year before (R. Marshall 2006).

Near Fayetteville, an artillery training camp named Fort Bragg was established near the site of the Civil War Battle of Monroe's Crossroads (R. Marshall 2006). It was one of three training camps established in North Carolina to train soldiers during World War I, and it was the only camp of the three to continue operations after the war. The initial construction of the camp finished in February 1919. Because it has room to test long-range artillery weaponry, Camp Bragg became the permanent military base Fort Bragg in 1922. Throughout the 1920s and 1930s, Fort Bragg served as an important location for testing field artillery. Using its environmental diversity—deep sand, heavy mud, swamps, streams, and forests—soldiers thoroughly tested artillery weapons for efficiency and effectiveness. Fort Bragg later became the headquarters of District A of the Civilian Conversation Corps and the training ground for the National Reserve Officer Training Corps, Officers Reserve Corps, and Citizen Military Training Corps (Shaeffer 2015b).

In 1929, North Carolina produced half of the nation's cotton yarn, and its textile mills in the Piedmont and western mountain regions also produced significant quantities of hosiery, blankets, denim, and underwear. Half of the country's cigarettes and two-thirds of its smokeless tobacco came from the Piedmont of North Carolina (Ready 2005:323). Although the price of tobacco declined during the Great Depression, sales and profits increased. In 1925, North Carolina led the nation in the manufacture of wooden furniture, but sales declined from 1929 until the end of World War II (Ready 2005:324).

In 1930, three-fourths of North Carolinians lived outside cities and towns, half of them residing on working farms. The state had the second highest number of farms in the nation in 1925, but many of the farms were small and inefficient, producing tobacco, cotton, and corn through family labor and a small number of tenants. The farmers were hit hardest by the Great Depression, with farm incomes falling to one-third of their 1928 level (Ready 2005:324). The federal government's Agricultural Adjustment Administration (AAA), a crop control program which essentially paid farmers a modest amount to grow less tobacco, enabled tobacco prices and farm income to rise. However, reduced production meant that fewer tenant farmers and sharecroppers were needed to raise the crop; their ironic displacement by the AAA increased the economic problems of the 1930s. Driven from their land, some farmers moved to cities, and there, many survived on government relief. Of the federal government's programs, the Civilian

Conservation Corps (CCC), which provided employment to young men, enjoyed the greatest public support in the state (Abrams 2015).

The Johnston Correctional Center was built by the State Highway Department in 1938 near Smithfield in Johnston County. Inmates were housed in two dorms with a capacity of 100 to 200. In 1966, it was converted to a Youth Center for minimum security males under the age of 21. At that time, some of the inmates continued to work on road crews, but agreements were reached with Johnston Community College to begin providing vocational programs. In 1979, Johnston Correctional Center became an adult male minimum security prison (North Carolina Department of Public Safety 2014).

Although electric generation began in North Carolina in the 1880s, for most of the next 50 years electric service was primarily available only in the state's cities and towns. In 1935, when the General Assembly created the North Carolina Rural Electrification Authority (NCREA), roughly three percent of North Carolina farmers had electricity. The New Deal's Rural Electrification Authority (REA) provided funding for the extension of electric lines to rural areas. The NCREA sent power through its first distribution line in May 1936. By 1940 about 24 percent, or 70,000 of the state's 278,000 farms, had electricity. Only 15 years later, in the mid-1950s, more than 95 percent of North Carolina's farms were electrified (Hunt 2006).

Following Germany's invasion of Poland in 1939 and President Franklin D. Roosevelt's call to provide for the national defense in 1940, the nationwide military buildup around the nation included military base construction in North Carolina from 1940 through 1943. By the summer of 1940, tens of thousands of North Carolinians had joined construction companies at Fort Bragg, on the outskirts of Fayetteville, as well as at Camp Davis, near Wilmington; in late 1941, work began at Marine Corps facilities at Jacksonville and Havelock. During World War II, Fort Bragg grew from a post with a few thousand soldiers to one with over 100,000. Nearby Fayetteville, a town of 17,000 on the eve of the war, soon struggled to find housing for thousands of families who accompanied soldiers assigned to the post. At Fort Bragg, expansion included buildings for an infantry division and the Field Artillery Replacement Center. In September 1940 Fort Bragg had 376 assorted buildings and 5,406 officers and men. By June 1941, it had 3,135 buildings and 67,000 troops, with new roads, sewers, theaters, barracks, chapels, and power lines. Over 28,000 workers completed its buildings at the rate of one every 32 minutes. Sixty-five carloads of building materials arrived daily on the rails of the Cape Fear and Atlantic Coast railroads. At the end of the project, Fort Bragg was the largest military camp in the nation and North Carolina's third-largest community (Duvall 2008).

As a result of the Federal-Aid Highway Act of 1956, a national system of highways was constructed in the 1960s and 1970s. Work began in 1956 on Interstate 95 around Lumberton in Robeson County, following the path of U.S. Route 301 at the transition between North Carolina's Piedmont and Coastal Plain. Sections of the highway opened in the 1960s, and it was completed in 1980 (Wood 2015). As a major artery for traffic along the East Coast, rapid development took place at the communities and interchanges along the route.

Agriculture became more diversified in eastern North Carolina after World War II, and the area attracted new businesses and industries. Major tire manufacturers and pharmaceutical plants opened in Wilson County (Broadwater 2015). By the early 1950s, the local labor force in rural areas was diminishing, as the presence of factories in local cities further drew labor away from farms and many young people chose factory work over farming for their life's work. The Rocky Mount Mill was a major supplier of cotton yarn to the United States Army during World War II;

but the general decline in the southern textile industry that began in the 1970s eventually impacted Rocky Mount Mills, and the mill closed its doors in 1996 (Brown and Weber 2006). The mid-century industrialization of Halifax and Northampton counties was encouraged by the construction of Roanoke Rapids Lake and Lake Gaston in 1955 and 1960, respectively. These facilities were built to produce hydroelectric power for the region (Dominion 2015).

During the mid-1950s, business and government leaders concerned about the state's low per-capita income and its dependence on manufacturing jobs in the agriculture, forestry, furniture, and textile industries developed a plan to take advantage of the central Piedmont area's three research universities—UNC-Chapel Hill, North Carolina State, and Duke University—to attract modern industries. The Research Triangle Institute (RTI) was formed in 1958, and by the mid-1960s, it had attracted International Business Machines (IBM), and the National Environment Health Service Center of the U.S. Department of Health, Education, and Welfare. Research Triangle Park became one of the top five research centers in the United States and was the South's most successful high-technology venture (North Carolina History Project 2015d).

In the United States, domestic production of tobacco was at its peak in 1954. It began to decline in the second half of the twentieth century, with domestic and foreign buyers turning to non-U.S. suppliers (Huntrods 2012; Internal Revenue Service 2011). Prices for the product grew as excise taxes were imposed, making tobacco one of the most heavily taxed agricultural commodities. As demand dropped, the agricultural quota allotments consequently declined, which further limited production. In addition, concerns about tobacco's effects on health began to surface in the 1950s, and opportunities for public smoking became increasingly restricted (Huntrods 2012). In 1998, the Attorneys General of 46 states signed the Master Settlement Agreement with the four largest tobacco companies in the United States to settle state suits to recover billions of dollars in costs associated with treating smoking-related illnesses. North Carolina's share of the settlement was estimated at $4.6 billion (North Carolina Health & Wellness Trust Fund 2015).

Part of the Jobs Creation Act of 2004 was the Fair and Equitable Tobacco Reform Act of 2004, commonly referred to as the "tobacco quota buyout." Beginning in 2005, it ended federal restrictions on where and how much tobacco can be produced as well as federal price supports and quotas. To ease the farmers' transition to the free market, the buyout bill also provided approximately 10 billion dollars to eligible quota owners and producers, funded through assessments of tobacco product manufacturers and importers who are required to pay a quarterly assessment to a Tobacco Trust Fund for 10 years (Internal Revenue Service 2011).

North Carolina established the Golden LEAF Foundation in 1999 to make economic catalyst grants. Working in partnership with governmental entities, educational institutions, economic development organizations, and nonprofits, the grants support agriculture, job creation and retention, and workforce preparedness, as well as other opportunities to support and develop economic strength in tobacco-dependent, economically distressed, and/or rural communities (Robeson County Office of Economic Development 2015). North Carolina has allocated a larger proportion of its MSA funding to tobacco farmers and their communities than to tobacco control efforts, and has also used MSA funds to support North Carolina's Fit Initiatives, a set of programs to reduce obesity (Jones and Silvestri 2010).

The 1980s marked the "golden era" of the North Carolina furniture industry, when employment peaked at 90,000 workers, and the state added nearly 200 new furniture companies to its ranks. However, the boom did not continue, and in the 1990s, the globalization of the industry and free

trade agreements resulted in competition from foreign furniture corporations and necessary cost-cutting measures from U.S. firms. The outsourcing of production services to Latin American and Asian countries led to a large decrease in furniture production and employment in North Carolina. China became the North Carolina furniture industry's most effective competitor, producing furniture of equal quality that was available to consumers at a lower price. North Carolina saw the closing of 47 furniture companies during the 1990s, and the negative trend continued after 2000 with dozens of additional company closings (P. Marshall 2006b).

RESULTS

This chapter presents the assessment of Project effects on historic architectural resources eligible for the NRHP that were evaluated in the Phase I architectural surveys. It includes descriptions of 16 historic architectural resources eligible for or listed in the NRHP that are located in the current Project APE, together with an assessment of the Project's direct and indirect effects on them. The 266 resources in the APE that are recommended ineligible for the NRHP are summarized in Table 1. An additional 64 resources that have been surveyed over the course of the Project are no longer in the APE due to Project changes; they are summarized in Table 2. Some resources not in the APE do not appear on the current map sheets.

TABLE 1

Summary of Resources in the APE Recommended as Ineligible for the NRHP

Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)
Cumberland County			
CD1400	Sheet 30	Caretaker's Cottage, ca. 1920	Original Reconnaissance Survey
CD1414	Sheet 29	Strickland Cemetery, mid-20th Century	Original Reconnaissance Survey
CD1416	Sheet 29	House, 1910	Original Reconnaissance Survey
CD1417	Sheet 30	House, 1954	Original Reconnaissance Survey
CD1445	Sheet 36	House, 1966	Original Reconnaissance Survey
CD1446	Sheet 36	House, ca. 1940	Original Reconnaissance Survey
CD1447	Sheet 36	House, ca. 1930	Original Reconnaissance Survey
CD1454	Sheets 30 & 31	Shed, ca. 1965	Addendum 2
CD1455	Sheet 32	Ranch house, ca. 1960	Addendum 2
CD1456	Sheet 32	Minimal Traditional dwelling, ca. 1940	Addendum 2
CD1457	Sheet 33	Dwelling, ca. 1920	Addendum 2
CD1458	Sheet 33	Ranch house, ca. 1955	Addendum 2
CD1459	Sheet 33	Hall and Parlor dwelling, 1901	Addendum 2
CD1460	Sheet 33	Bungalow, ca. 1930	Addendum 2
CD1461	Sheet 32	Hall Cemetery	Addendum 2
CD1466	Sheet 35	Barns, ca. 1950	Addendum 3
CD1467	Sheet 34	Vernacular dwelling, ca. 1960	Addendum 3
CD1468	Sheet 33	Ranch influenced house, ca. 1960	Addendum 3
CD1469	Sheet 33	Ranch house, ca. 1960	Addendum 3
CD1470	Sheet 33	Vernacular bungalow, ca. 1920-1930s	Addendum 3
CD1471	Sheet 32	Colonial Revival house, ca. 1940	Addendum 3
CD1472	Sheet 31	Barn, ca. 1940	Addendum 3
CD1473	Sheet 31	Double pen house, ca. 1910	Addendum 3
CD1474	Sheet 31	Ranch house, ca. 1960, tobacco and pole barns, ca. 1940	Addendum 3
CD1475	Sheet 29	Ranch house, ca. 1970	Addendum 3

TABLE 1

Summary of Resources in the APE Recommended as Ineligible for the NRHP

Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)
CD1476	Sheet 29	Ranch influenced house, ca. 1960	Addendum 3
Halifax County			
HX0354	Sheet 7	Vernacular, ca. 1940	Addendum 4
HX1568	Sheet 8	House, 1950	Original Reconnaissance Survey
HX1569	Sheet 9	House, ca. 1965	Original Reconnaissance Survey
HX1570	Sheet 9	House, ca. 1900	Original Reconnaissance Survey
HX1571	Sheet 7	House, 1945	Addendum 1
HX1573	Sheet 8	House, 1900	Addendum 1
HX1574	Sheet 10	House, 1953	Addendum 1
HX1575	Sheet 10	House, 1946	Addendum 1
HX1576	Sheet 10	House, 1925	Addendum 1
HX1579	Sheet 6	House ca. 1980 and Barn, ca. 1950	Original Reconnaissance Survey
HX1580	Sheet 7	House, 1905	Original Reconnaissance Survey
HX1581	Sheet 7	House, ca. 1965	Original Reconnaissance Survey; Addendum 4
HX1582	Sheet 9	House, ca. 1950	Original Reconnaissance Survey
HX1583	Sheet 9	Farm, 1942	Original Reconnaissance Survey; Addendum 4
HX1584	Sheet 10	House, 1964	Original Reconnaissance Survey
HX1585	Sheet 10	House, 1940	Original Reconnaissance Survey
HX1586	Sheet 10	House, ca. 1950	Original Reconnaissance Survey
HX1587	Sheet 10	House, ca. 1940	Original Reconnaissance Survey
HX1588	Sheet 10	House, ca. 1950	Original Reconnaissance Survey
HX1589	Sheet 10	Ruins, ca. 1930	Original Reconnaissance Survey
HX1590	Sheet 10	House, 1925	Original Reconnaissance Survey; Addendum 4
HX1591	Sheet 10	House, 1900	Original Reconnaissance Survey
HX1597	Sheet 7	Farm complex	Addendum 4
Johnston County			
JT0755	Sheet 19	Dock Godwin House, ca 1940	Original Reconnaissance Survey
JT0875	Sheet 21	John Massey House, ca. 1920	Original Reconnaissance Survey
JT0957		Smith-Lee House, ca. 1880	Original Reconnaissance Survey; Addendum 4
JT1854	Sheet 19	Tenant House and Farm, ca. 1920	Original Reconnaissance Survey
JT1856	Sheet 22	House and Farm, ca. 1900	Original Reconnaissance Survey
JT1858	Sheet 19	Pack House, ca. 1930	Original Reconnaissance Survey
JT1859	Sheet 19	Atkinson Cemetery, 1881	Original Reconnaissance Survey
JT1861*	Sheet 20	House, ca. 1890	Original Reconnaissance Survey;

TABLE 1

Summary of Resources in the APE Recommended as Ineligible for the NRHP

Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)
			Addendum 4
JT1862	Sheet 23	House, ca. 1900	Original Reconnaissance Survey
JT1863	Sheet 21	House, 1870	Original Reconnaissance Survey
JT1864	Sheet 21	Farmstead, ca. 1940	Original Reconnaissance Survey; Addendum 4
JT1865	Sheet 26	House, ca. 1880	Original Reconnaissance Survey
JT1866	Sheet 26	Barefoot House, ca. 1940	Original Reconnaissance Survey
JT1867	Sheet 25	House, ca. 1960	Original Reconnaissance Survey
JT1869	Sheet 24	Massengill Cemetery, ca. 1912	Original Reconnaissance Survey
JT1870	Sheet 26	Pack House and Tobacco Barn, ca. 1925	Original Reconnaissance Survey
JT1882	Sheet 20	House, 1921	Addendum 1
JT1883	Sheet 20	House, 1929	Addendum 1
JT1884	Sheet 20	House, 1910	Addendum 1
JT1886	Sheet 21	House, 1900	Addendum 1
JT1890	Sheet 19	Cemetery, unknown date	Original Reconnaissance Survey; Addendum 4
JT1891	Sheet 19	House, ca. 1955	Original Reconnaissance Survey
JT1892	Sheet 19	Abandoned House, ca. 1960	Original Reconnaissance Survey
JT1893	Sheet 19	House, ca. 1917	Original Reconnaissance Survey
JT1894	Sheet 20	House, ca. 1955	Original Reconnaissance Survey
JT1895	Sheet 19	Abandoned House, ca. 1920	Original Reconnaissance Survey
JT1896	Sheet 19	House, ca. 1940	Original Reconnaissance Survey
JT1897	Sheet 20	Barn, ca. 1950	Original Reconnaissance Survey
JT1898	Sheet 20	House, 1920	Original Reconnaissance Survey
JT1899	Sheet 20	Cemetery, ca. 1850	Original Reconnaissance Survey
JT1900	Sheet 20	Abandoned House, ca. 1920	Original Reconnaissance Survey
JT1901	Sheet 20	House, 1880	Original Reconnaissance Survey
JT1902	Sheet 20	House, 1940	Original Reconnaissance Survey
JT1903	Sheet 21	House, 1935	Original Reconnaissance Survey
JT1904	Sheet 21	House, 1957	Original Reconnaissance Survey
JT1905	Sheet 21	House, 1965	Original Reconnaissance Survey
JT1906	Sheet 21	House, 1954	Original Reconnaissance Survey
JT1907	Sheet 21	House, 1960	Original Reconnaissance Survey
JT1908	Sheet 21	House, 1945	Original Reconnaissance Survey
JT1909	Sheet 21	House, 1964	Original Reconnaissance Survey
JT1910	Sheet 21	House, 1963	Original Reconnaissance Survey
JT1911	Sheet 21	House, 1959	Original Reconnaissance Survey

TABLE 1

Summary of Resources in the APE Recommended as Ineligible for the NRHP

Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)
JT1913	Sheet 22	House, ca. 1950	Original Reconnaissance Survey; Addendum 4
JT1915	Sheet 22	House, ca. 1925	Original Reconnaissance Survey
JT1916	Sheet 22	House, 1949	Original Reconnaissance Survey
JT1917	Sheet 22	House, ca. 1940	Original Reconnaissance Survey
JT1918	Sheet 22	House, 1947	Original Reconnaissance Survey
JT1919	Sheet 22	House, ca. 1910	Original Reconnaissance Survey; Addendum 4
JT1921	Sheet 22	Stevens Sausage Company, ca. 1950	Original Reconnaissance Survey; Addendum 4
JT1923	Sheet 22	House, ca. 1920	Original Reconnaissance Survey
JT1924	Sheet 22	House, ca. 1930	Original Reconnaissance Survey
JT1927	Sheet 24	House, 1940	Original Reconnaissance Survey
JT1928	Sheet 24	House, 1940	Original Reconnaissance Survey
JT1929	Sheet 24	Cemetery, unknown date	Original Reconnaissance Survey; Addendum 4
JT1930	Sheet 24	House, 1960	Original Reconnaissance Survey
JT1931	Sheet 24	House, 1930	Original Reconnaissance Survey
JT1932	Sheet 24	House, 1921	Original Reconnaissance Survey
JT1933	Sheet 24	House, 1950	Original Reconnaissance Survey
JT1934	Sheet 24	House, 1947	Original Reconnaissance Survey
JT1935	Sheet 24	House, 1943, and cemetery	Original Reconnaissance Survey; Addendum 4
JT1937	Sheet 24	House, ca. 1910	Original Reconnaissance Survey; Addendum 4
JT1938	Sheet 24	House, 1920	Original Reconnaissance Survey
JT1939	Sheet 24	House, 1944	Original Reconnaissance Survey
JT1940	Sheet 24	House, 1956	Original Reconnaissance Survey
JT1941	Sheet 24	House, 1937	Original Reconnaissance Survey
JT1942	Sheet 25	House, 1937	Original Reconnaissance Survey
JT1943	Sheet 25	House, ca. 1940	Original Reconnaissance Survey
JT1944	Sheet 25	House, ca. 1925	Original Reconnaissance Survey
JT1945	Sheet 25	Cemetery, 1896	Original Reconnaissance Survey
JT1946	Sheet 25	House, 1959	Original Reconnaissance Survey
JT1947	Sheet 25	House, 1916	Original Reconnaissance Survey
JT1948	Sheet 25	House, 1940	Original Reconnaissance Survey
JT1949	Sheet 25	House, ca. 1930	Original Reconnaissance Survey; Addendum 4

TABLE 1

Summary of Resources in the APE Recommended as Ineligible for the NRHP

Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)
JT1950	Sheet 25	House, 1933	Original Reconnaissance Survey
JT1952	Sheet 26	House, 1964	Original Reconnaissance Survey
JT1955	Sheet 26	Cemetery, unknown date	Original Reconnaissance Survey
JT1956	Sheet 26	House, 1928	Original Reconnaissance Survey
JT1957	Sheet 26	House, 1914	Original Reconnaissance Survey
JT1958	Sheet 26	House, 1963	Original Reconnaissance Survey
JT1959	Sheet 26	House, 1945	Original Reconnaissance Survey
JT1960	Sheet 26	House, ca. 1940	Original Reconnaissance Survey
JT1962	Sheet 26	House, 1948	Original Reconnaissance Survey
JT1963	Sheet 26	House, 1954	Original Reconnaissance Survey
JT1964	Sheet 26	House, ca. 1950	Original Reconnaissance Survey
JT1965	Sheet 26	House, ca. 1950	Original Reconnaissance Survey
JT1966	Sheet 26	House, ca. 1960	Original Reconnaissance Survey
JT1967	Sheet 26	House, ca. 1960	Original Reconnaissance Survey
JT1969	Sheet 27	House, unknown date	Original Reconnaissance Survey; Addendum 4
JT1971	Sheet 23	House, 1966	Original Reconnaissance Survey
Northampton County			
NP0420	Sheet 4	House	Original Reconnaissance Survey
NP0486	Sheet 5	House, ca. 1930	Addendum 1
NP0488	Sheet 5	Faison Cemetery	Original Reconnaissance Survey
NP0490	Sheet 5	House, ca. 1960	Addendum 1
NP0491	Sheet 5	House, ca. 1960	Addendum 1
NP0492	Sheet 5	House, ca. 1930	Addendum 1
NP0530	Sheet 5	House, ca. 1960	Addendum 1
NP0531	Sheet 5	House, ca. 1892	Addendum 1
NP0532	Sheet 5	House, ca. 1960	Addendum 1
NP0533	Sheet 5	House, ca. 1935	Addendum 1
NP0534	Sheet 5	Cemetery	Original Reconnaissance Survey
NP0535	Sheet 5	House, ca. 1950	Original Reconnaissance Survey
NP0536	Sheet 5	House, ca. 1940	Original Reconnaissance Survey
Nash County			
NS0331	Sheet 15	Noah Strickland House, unknown	Original Reconnaissance Survey
NS0460	Sheet 14	Elisha H. Cockrell House, ca. 1910	Original Reconnaissance Survey
NS0586	Sheet 15	Jonas Joyner House, ca. 1950	Original Reconnaissance Survey
NS0651	13	Lee May House, 1905	Addendum 1
NS1479	Sheet 13	House, ca. 1890	Original Reconnaissance Survey

TABLE 1

Summary of Resources in the APE Recommended as Ineligible for the NRHP

Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)
NS1480	Sheet 13	House and Farm, ca. 1890	Original Reconnaissance Survey
NS1481	Sheet 15	House, ca. 1920	Original Reconnaissance Survey
NS1483	Sheet 15	Farm, ca. 1920	Original Reconnaissance Survey
NS1484	Sheet 13	House, ca. 1950	Original Reconnaissance Survey
NS1485	Sheet 11	House, ca. 1880	Original Reconnaissance Survey
NS1486	Sheet 15	House, ca. 1930	Original Reconnaissance Survey
NS1487	Sheet 16	House, ca. 1920	Original Reconnaissance Survey
NS1488	Sheet 15	Sherrod House 1915	Original Reconnaissance Survey
NS1489	Sheet 11	Smith House, 1939	Original Reconnaissance Survey
NS1490	Sheet 12	Cemetery, unknown date	Original Reconnaissance Survey
NS1491	Sheet 13	House ca. 1930	Original Reconnaissance Survey
NS1492	Sheet 13	House, 1930	Addendum 1
NS1493	Sheet 13	House, 1934	Original Reconnaissance Survey; Addendum 4
NS1494	Sheet 13	House, 1930	Addendum 1
NS1498	Sheet 11	House, ca. 1910	Original Reconnaissance Survey
NS1499	Sheet 11	House, ca. 1920	Original Reconnaissance Survey
NS1500	Sheet 12	Collection of Abandoned Buildings, ca. 1940	Original Reconnaissance Survey
NS1501	Sheet 12	House, 1950	Original Reconnaissance Survey
NS1502	Sheet 12	House, ca. 1910	Original Reconnaissance Survey
NS1503	Sheet 12	House, ca. 1920	Original Reconnaissance Survey
NS1504	Sheet 13	House and Outbuildings, ca. 1920	Original Reconnaissance Survey; Addendum 4
NS1505	Sheet 13	House, 1957	Original Reconnaissance Survey
NS1506	Sheet 13	House, 1949	Original Reconnaissance Survey
NS1507	Sheet 13	Outbuildings, ca. 1950	Original Reconnaissance Survey
NS1508	Sheet 13	House, ca. 1950	Original Reconnaissance Survey; Addendum 4
NS1509	Sheet 13	House, ca. 1920	Original Reconnaissance Survey
NS1510	Sheet 14	House, ca. 1920	Original Reconnaissance Survey
NS1511	Sheet 14	Farm, ca. 1910	Original Reconnaissance Survey
NS1512	Sheet 14	House, ca. 1960	Original Reconnaissance Survey
NS1513	Sheet 14	House, ca. 1950	Original Reconnaissance Survey
NS1514	Sheet 14	House, 1965	Original Reconnaissance Survey
NS1515	Sheet 14	House, 1925	Original Reconnaissance Survey
NS1516	Sheet 15	House, ca. 1910	Original Reconnaissance Survey
NS1517	Sheet 15	House, ca. 1910	Original Reconnaissance Survey; Addendum 4

TABLE 1

Summary of Resources in the APE Recommended as Ineligible for the NRHP

Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)
NS1519	Sheet 15	House, ca. 1950	Original Reconnaissance Survey
NS1520	Sheet 15	Outbuildings, ca. 1930	Original Reconnaissance Survey
NS1521	Sheet 15	House, ca. 1930	Original Reconnaissance Survey
NS1522	Sheet 15	House, ca. 1930	Original Reconnaissance Survey
NS1523	Sheet 15	Cemetery, pre-1957	Original Reconnaissance Survey
NS1524	Sheet 16	House, ca. 1940	Original Reconnaissance Survey
NS1525	Sheet 16	Packhouse, ca. 1950	Original Reconnaissance Survey
NS1526	Sheet 16	House, 1948	Original Reconnaissance Survey
NS1527	Sheet 16	House, 1935	Original Reconnaissance Survey
NS1528	Sheet 16	Outbuildings, ca. 1950	Original Reconnaissance Survey
NS1529	Sheet 16	House, ca. 1910	Original Reconnaissance Survey
NS1530	Sheet 16	House, ca. 1940	Original Reconnaissance Survey
NS1531	Sheet 16	House, 1965	Original Reconnaissance Survey
NS1532	Sheet 16	House, ca. 1910	Original Reconnaissance Survey
NS1533	Sheet 16	Packhouses, ca. 1930	Original Reconnaissance Survey
Robeson County			
RB0673	Sheet 41	House, 1965	Addendum 1
RB0674	Sheet 37	House, 1963	Original Reconnaissance Survey
RB0675	Sheet 37	House, 1945	Original Reconnaissance Survey
RB0676	Sheet 37	House, 1954	Original Reconnaissance Survey
RB0677	Sheet 37	Evergreen Rehab Center, 1962	Original Reconnaissance Survey
RB0679	Sheet 38	House, 1950	Original Reconnaissance Survey; Addendum 4
RB0680	Sheet 38	House, 1910	Original Reconnaissance Survey
RB0681	Sheet 38	House, 1951	Original Reconnaissance Survey
RB0682	Sheet 39	House, 1930	Original Reconnaissance Survey
RB0683	Sheet 40	House, 1962	Original Reconnaissance Survey
RB0684	Sheet 40	House, 1925	Original Reconnaissance Survey
RB0685	Sheet 40	House site, 1965	Original Reconnaissance Survey
RB0686	Sheet 41	House, 1950	Original Reconnaissance Survey
RB0687	Sheet 41	House, 1964	Original Reconnaissance Survey
RB0688	Sheet 41	House, 1947	Original Reconnaissance Survey
RB0689	Sheet 41	House, 1955	Original Reconnaissance Survey
Sampson County			
SP0688	Sheet 27	House, ca. 1960	Original Reconnaissance Survey
SP0689	Sheet 27	House, ca. 1920	Original Reconnaissance Survey

TABLE 1

Summary of Resources in the APE Recommended as Ineligible for the NRHP

Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)
SP0693	Sheet 27	Cemetery, unknown date	Original Reconnaissance Survey; Addendum 4
SP0694	Sheet 27	House, ca. 1920	Original Reconnaissance Survey
SP0695	Sheet 27	House, ca. 1950	Original Reconnaissance Survey
SP0696	Sheet 27	House, ca. 1945	Original Reconnaissance Survey
SP0697	Sheet 27	Cemetery, post 1896	Original Reconnaissance Survey
SP0698	Sheet 27	House, 1954	Original Reconnaissance Survey
SP0699	Sheet 27	House, 1961	Original Reconnaissance Survey
SP0700	Sheet 27	Agricultural Outbuildings, ca. 1960	Original Reconnaissance Survey
SP0701	Sheet 27	Plainview Signs, 1944	Original Reconnaissance Survey
SP0702	Sheet 27	House, ca. 1930	Original Reconnaissance Survey
SP0703	Sheet 27	House, 1954	Original Reconnaissance Survey
SP0705	Sheet 28	House, 1960	Original Reconnaissance Survey
SP0706	Sheet 28	House, ca. 1940	Original Reconnaissance Survey
SP0707	Sheet 28	House, ca. 1920	Original Reconnaissance Survey
SP0708	Sheet 28	House, ca. 1920	Original Reconnaissance Survey
SP0709	Sheet 28	House, ca. 1950	Original Reconnaissance Survey
SP0710	Sheet 28	House, ca. 1930	Original Reconnaissance Survey
Wilson County			
WL1518	Sheet 17	Thomas Flowers House, ca. 1970 (Demolished)	Original Reconnaissance Survey; Addendum 4
WL2002	Sheet 17	House, ca. 1920	Original Reconnaissance Survey; Addendum 4
WL2012	Sheet 17	House, ca. 1890	Original Reconnaissance Survey; Addendum 4
WL2019	Sheet 18	Tenant House, 1937	Original Reconnaissance Survey
WL2020	Sheet 17	Tenant Farm and House, ca. 1920	Original Reconnaissance Survey
WL2024	Sheet 18	House, 1949	Original Reconnaissance Survey
WL2031	Sheet 18	House, 1935	Original Reconnaissance Survey
WL2047	Sheet 18	House, ca. 1965	Original Reconnaissance Survey
WL2048	Sheet 18	House, ca. 1930	Original Reconnaissance Survey
WL2066	Sheet 18	House, 1964	Original Reconnaissance Survey
WL2097	Sheet 17	House, 1935	Original Reconnaissance Survey
WL2098	Sheet 17	House, ca. 1965	Original Reconnaissance Survey
WL2099	Sheet 17	House, 1966	Original Reconnaissance Survey
WL2100	Sheet 17	House, ca. 1930	Original Reconnaissance Survey
WL2101	Sheet 17	House, 1935	Original Reconnaissance Survey
WL2102	Sheet 17	Outbuildings, ca. 1930	Original Reconnaissance Survey

TABLE 1

Summary of Resources in the APE Recommended as Ineligible for the NRHP

Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)
WL2103	Sheet 17	House, 1935	Original Reconnaissance Survey
WL2104	Sheet 17	House, 1929	Original Reconnaissance Survey
WL2105	Sheet 17	House, 1930	Original Reconnaissance Survey
WL2106	Sheet 17	House, 1930	Original Reconnaissance Survey
WL2107	Sheet 17	House, 1945	Original Reconnaissance Survey
WL2108	Sheet 18	House, ca. 191940	Original Reconnaissance Survey
WL2110	Sheet 18	House, 1963	Original Reconnaissance Survey
WL2111	Sheet 18	House, 1947	Original Reconnaissance Survey
WL2112	Sheet 16	House, ca. 1965	Original Reconnaissance Survey
WL2114	Sheet 17	House, ca. 1945	Addendum 5

* Not extant

TABLE 2

Summary of Surveyed Resources No Longer in the Current APE

Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)	Recommendation
CD1395	Sheet 35	House, ca. 1960	Original	Ineligible
CD1396	Sheet 35	House, ca. 1960	Original	Ineligible
CD1397	Sheet 35	House, ca. 1900	Original	Unassessed
CD1398	--	House and Motel, ca. 1951	Original	Unassessed
CD1399	--	Shiloh United Church of Christ, Church, 1978; Cemetery, 1910	Original	Ineligible
CD1404	Sheet 36	House, ca. 1930	Original	Ineligible
CD1405	--	House, ca. 1925	Original	Ineligible
CD1406	--	House, ca. 1930	Original	Ineligible
CD1407	--	Jacobs House, ca. 1940	Original	Ineligible
CD1408	--	Piland House, 1957	Original	Ineligible
CD1409	--	Tobacco Barn, ca. 1930	Original	Ineligible
CD1411	--	House, n.d.	Addendum 1	Ineligible
CD1415	Sheet 29	House, 1929	Original	Unassessed
CD1418	--	House, 1936	Original	Unassessed
CD1419	--	House, 1942	Original	Unassessed
CD1420	--	House, 1930	Original	Ineligible
CD1421	--	House, 1958	Original	Ineligible
CD1422	--	House, 1946	Original	Ineligible

TABLE 2

Summary of Surveyed Resources No Longer in the Current APE

Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)	Recommendation
CD1423	--	House, 1963	Original	Ineligible
CD1424	--	House, 1954	Original	Unassessed
CD1425	--	House, 1945	Original	Ineligible
CD1426	--	House, 1940	Original	Ineligible
CD1427	--	House, 1965	Original	Ineligible
CD1428	--	House, 1959	Original	Ineligible
CD1429	--	House, 1957	Original	Ineligible
CD1430	--	Vander Barber Shop, 1964	Original	Ineligible
CD1431	--	House, 1956	Original	Ineligible
CD1432	--	Cemetery, ca. 1902, and Church, 1988	Original	Ineligible
CD1433	--	House, 1935	Original	Ineligible
CD1434	--	House, 1949	Original	Ineligible
CD1435	--	House, n.d.	Original	Unassessed
CD1436	--	House, 1956	Original	Ineligible
CD1437	--	House, 1930	Original	Ineligible
CD1438	--	House, 1961	Original	Ineligible
CD1439	--	House, 1962	Original	Unassessed
CD1440	--	House, 1900	Original	Unassessed
CD1441	--	Store, 1928	Original	Unassessed
CD1442	--	House, 1959	Original	Ineligible
CD1443	--	House, 1964	Original	Ineligible
CD1444	--	House, n.d.	Original	Unassessed
CD1448	Sheet 36	House, n.d.	Original	Unassessed
CD1449	--	Gum Log Canal, Late-Nineteenth Century	Original	Unassessed
CD1465	Sheet 35	House, ca. 1846	Addendum 3	Eligible
CD1490	--	House, ca. 1920	Original	Ineligible
HX1572	Sheet 8	House, 1900	Addendum 1	Ineligible
JT1882	Sheet 20	House, 1921	Addendum 1	Ineligible
JT1883	Sheet 20	House, 1929	Addendum 1	Ineligible
JT1884	Sheet 20	House, 1910	Addendum 1	Ineligible
JT1885	Sheet 26	House, ca. 1950	Addendum 1	Unassessed
JT1912	Sheet 22	House, n.d.	Original	Unassessed
JT1914	Sheet 22	Cemetery, n.d.	Original	Unassessed
JT1922	Sheet 22	House, 1913	Original	Unassessed
JT1953	Sheet 26	House, 1925	Original	Unassessed
JT1954	Sheet 26	House, 1930	Original	Unassessed
JT1961	Sheet 26	House, 1882	Original	Unassessed

TABLE 2

Summary of Surveyed Resources No Longer in the Current APE

Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)	Recommendation
JT1968	Sheet 26	House, 1935	Original	Unassessed
NS1496	Sheet 11	House, ca. 1910	Original	Unassessed
NS1497	Sheet 11	House, ca. 1910	Original	Unassessed
NS1518	Sheet 15	House, ca. 1910	Original	Unassessed
RB0673	Sheet 41	House, 1965	Addendum 1	Ineligible
RB0690	Sheet 41	House, 1945	Addendum 2	Unassessed
SP0075	Sheet 27	W. R. Holmes House, 1862	Addendum 2	Unassessed
WL2095	Sheet 17	Store, ca. 1920	Original	Unassessed
WL2109	Sheet 18	House, 1920	Addendum 2	Unassessed

The 16 historic architectural resources eligible for NRHP that are located in the current Project APE are summarized in Table 3. They include a rail line, two fire towers, two Civil War battlefields, a county home for indigents, a former home and current sausage company office, a segregation-era African-American schoolhouse, and eight resources consisting of dwellings and/or farm buildings. Each resource is discussed below, and assessed in relation to possible direct impacts resulting from Project construction, as well as alterations to the resources' setting or viewshed that could result in a loss of integrity. It is ERM's recommendation that the Project would not adversely affect any of the NRHP-eligible resources.

TABLE 3

Summary of Resources in the APE Recommended as Eligible for or Listed in the NRHP

Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)	Project Effect
Cumberland County				
CD1450	Sheet 30	Fayetteville Cutoff, Seaboard Coast Line Railroad, 1886	Original Architectural Reconnaissance; Addendum 4	No adverse effect
CD1477	Sheet 33	Cedar Creek Fire Tower, 1934	Addendum 4	No adverse effect
HT0131	Sheet 30	Averasboro Civil War Battlefield, 1865 (NRHP-listed District outside the APE)	Addendum 4	No adverse effect
Halifax County				
HX0021/HX0022 (NRHP Listed)	Sheet 7	Halifax County Home and Tubercular Hospital, 1923	Original Architectural Reconnaissance; Addendum 4	No adverse effect
HX0227	Sheet 9	Z. A. Hardee House, ca. 1900	Original Architectural Reconnaissance; Addendum 4	No adverse effect
HX0228	Sheet 9	Z. A. Hardee Birdhouse	Original Architectural Reconnaissance; Addendum 4	No adverse effect
HX0229	Sheet 9	Z. A. Hardee Farm	Original Architectural Reconnaissance; Addendum 4	No adverse effect
HX1566/HX0293	Sheet 7	Allen Grove Rosewald School, 1922	Addendum 4	No adverse effect
Johnston County				
JT1355	Sheet 23	Bentonville Civil War Battlefield, 1865 (NHL/NRHP-listed portion outside the APE)	Original Architectural Reconnaissance; Addendum 4	No adverse effect
JT1860	Sheet 21	Smithfield Fire Lookout Tower, 1951	Original Architectural Reconnaissance; Addendum 4	No adverse effect
JT1920	Sheet 22	Stevens Sausage Company office/homeplace, ca. 1940	Original Architectural Reconnaissance; Addendum 4	No adverse effect
JT1926#	Sheet 23	Dwelling, ca. 1950	Original Architectural Reconnaissance; Addendum 4	No adverse effect
JT1936#	Sheet 24	Dwelling, ca. 1930	Original Architectural Reconnaissance; Addendum 4	No adverse effect
JT1951#	Sheet 25	Farmstead	Original Architectural Reconnaissance; Addendum 4	No adverse effect
Nash County				
NS0650	Sheet 13	May House, Foursquare with Colonial Revival details, ca. 1918	Original Architectural Reconnaissance; Addendum 4	No adverse effect
Robeson County				
RB0678	Sheet 38	I-house with Classical Revival details, ca. 1880–1890	Original Architectural Reconnaissance; Addendum 4	No adverse effect

Assumed eligible for Project purposes (inaccessible).

CUMBERLAND COUNTY

CD1450 (Fayetteville Cutoff)

The resource is the section of the Seaboard Coast Line known as the Fayetteville Cutoff. It was originally constructed in 1886 as the Wilson and Fayetteville Railroad, and in 1900 it was merged into the Atlantic Coast Line (ACL) Railroad system, which stretched from Kentucky and Virginia to Alabama and Florida. Constructing a line from Wilson to Florence through Fayetteville gave the railroad a more direct line to its southern routes than its Wilmington line; however, the full section of line to Florence was not completed until 1892 due to opposition from Wilmington, which would lose traffic as a result of the short cut. When the ACL acquired the Plant System in Florida in 1902, it became the dominant carrier for the southern Atlantic seaboard (Lewis 2017). The ACL merged with the Seaboard Air Line in 1967, becoming the Seaboard Coast Line. In the 1980s its passenger trains became part of Amtrak, and its freight business was merged with CSX. The Project corridor crosses the current Seaboard Coast Line Railroad (SCL) in two locations: one approximately 3 miles northeast of Wade, and the other approximately 1.5 miles southwest of Wade in Cumberland County (Appendix A, Sheet 30). The railroad retains its original alignment and bed; however replacement ties and rails can be found throughout (Appendix B, Photo 1).

The Fayetteville Cutoff contributed significantly to the growth of Cumberland County and its communities. The population of Fayetteville increased 50 percent between 1900 and 1910, and then by another 50 percent in the 1920s. The railroad connections, along with inexpensive land, made the location attractive as a military training facility during World War I. The expansion of Fort Bragg during World War II nearly doubled the population of the county in the 1940s. The community of Wade developed on the ACL by 1892 (Rand, McNally & Company 1892). By 1930, it had a population of 362 (U.S. Census Bureau 1931). The railroad connection provided farmers access to more distant markets, and opened the area to large-scale timbering operations that required railroad connections to transport finished lumber to market.

NRHP Assessment: A segment of this resource was identified during a previous survey for the ACP Project (Sanbeck et al. 2016:264), but no recommendation was made regarding its NRHP eligibility at that time. The Fayetteville Cutoff section of the Atlantic Coast Line Railroad (now the Seaboard Coast Line) has played a significant role in the historical development of Cumberland County and eastern North Carolina. The right of way of the railroad in Cumberland County does not appear to have changed since at least 1922 (USDA 1922), although the rails and crossties clearly have been replaced. These changes are consistent with ongoing maintenance of an active railway, and do not constitute a loss of integrity. ERM recommends that resource CD1450 is eligible for the NRHP under Criterion A for its significance in the areas of transportation and community development. The line is not directly associated with persons significant in history, nor does it represent the work of a master or possess the distinctive characteristics of a type, period, or method of construction. Therefore, ERM recommends that the resource is not eligible for the NRHP under Criteria B and C (Figure 2).

Assessment of Effects: At the Project corridor's two crossings of the Fayetteville Cutoff, one approximately 3 miles northeast of Wade and the other approximately 1.5 miles southwest of Wade, a bore will be utilized to route the pipeline beneath the rail line. Although there will be no direct effects on the resource, the removal of trees along the pipeline corridor within view of the rail line will affect the resource's viewshed. A proposed access road to the west of the resource extends off Sisk Culberth Road to the Project corridor. The access road begins by following an

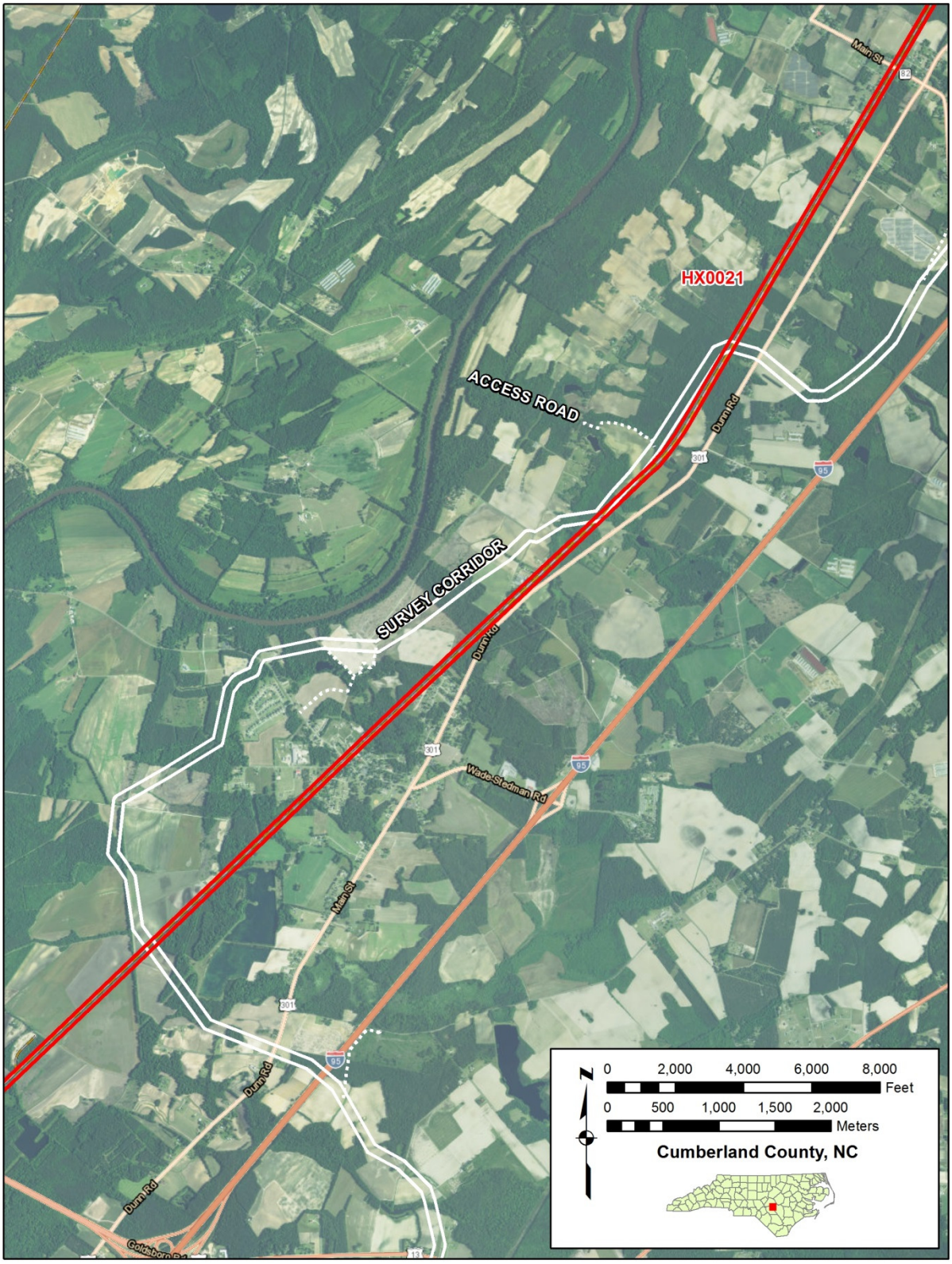

Figure 2. CD1450 (Fayetteville Cutoff), proposed NRHP boundary and relationship to Project.

existing packed earth farm road, and then extends into an open field. Minimal tree clearing may be necessary as part of the improvements of the road. The extension of the roadway along with graveling and grading will not significantly alter the viewshed. Because the change to the setting from the proposed undertaking represents one among many modern changes along the length of the line, the overall impact is not considered significant. It is ERM's recommendation that the Project would have no adverse effect on CD1450.

CD1477 (Cedar Creek Fire Lookout Tower)

Located south of the junction of five roads, including the division of Cedar Creek Road and Turnbull Road, southeast of the town of Cedar Creek, the resource is approximately 0.2 miles east of the Project (Appendix A, Sheet 33). The area surrounding the resource mostly consists of forested areas and agricultural properties, with few residences in the area. The nearly level terrain allows the tower to monitor a great distance from the single vantage point.

The construction of fire towers by the state for the protection of rural forests grew out of the conservation movement of the early twentieth century, as well as the desire to protect the economic interest of the timber industry, which had become a major component of the state's economy by the 1920s. The effort was part of a national trend toward the development of government administration to codify methods of fire prevention and suppression to support the state's economic resources. The state legislature created the position of State Forester in 1915, and in 1921 passed an act to create a statewide system of forest protection organized by county. In 1925, the North Carolina Department of Conservation and Development (NCDCD) was established to administer the program. The NCDCD had begun constructing fire towers by 1927, and in 1936 reported that 71 towers had been constructed throughout the state. The National Park Service and U.S. Forest Service also constructed towers to protect federally-owned forest land (McCormick 1936; Van Dolsen 1999). The tower operators used an alidade to determine the location of fires and reported by radio to the local fire warden, who would then dispatch a local fire department to fight the fire (Van Dolsen 1999).

The Cedar Creek Fire Lookout Tower was constructed in 1934 by the Civilian Conservation Corps (CCC) (Forest Lookouts n.d.). The steel tower is 99 feet 9 inches tall (Appendix B, Photos 2 and 3). The framework rests on a poured concrete foundation with concrete piers. Access to the tower is by a set of steel zig-zag frame steps with steel hand rails that are within the framework of the tower support. The decking of the steps are wood treads, and a wood platform serves as a landing between each level of the stairs as they rise. The last rise, prior to the observation room, is more steeply pitched with narrow risers. Resting atop the framework is a square fire lookout room, also composed of steel. Entry is gained through a hatch door at the bottom of the observation room. Eighteen fixed-pane windows are on all sides. The hipped roof is composed of steel.

NRHP Assessment: The last state fire lookout towers were constructed in the late 1960s and by the 1990s the Division of Forestry Resources had begun to abandon the use of fire towers. Although many are still standing, these towers represent a significant period in the history of the close relationship between public resource conservation and the state's timber industry. The Cedar Creek Fire Lookout Tower retains many of its original features and its setting is well-preserved. ERM recommends that CD1477 is eligible for the NRHP under Criterion A for its role in local conservation and fire prevention efforts in the twentieth century, and for its construction by the CCC (Figure 3). The CCC, a New Deal agency that provided jobs during the Depression through civil works projects, assisted the U.S. Forest Service as well as the states in the

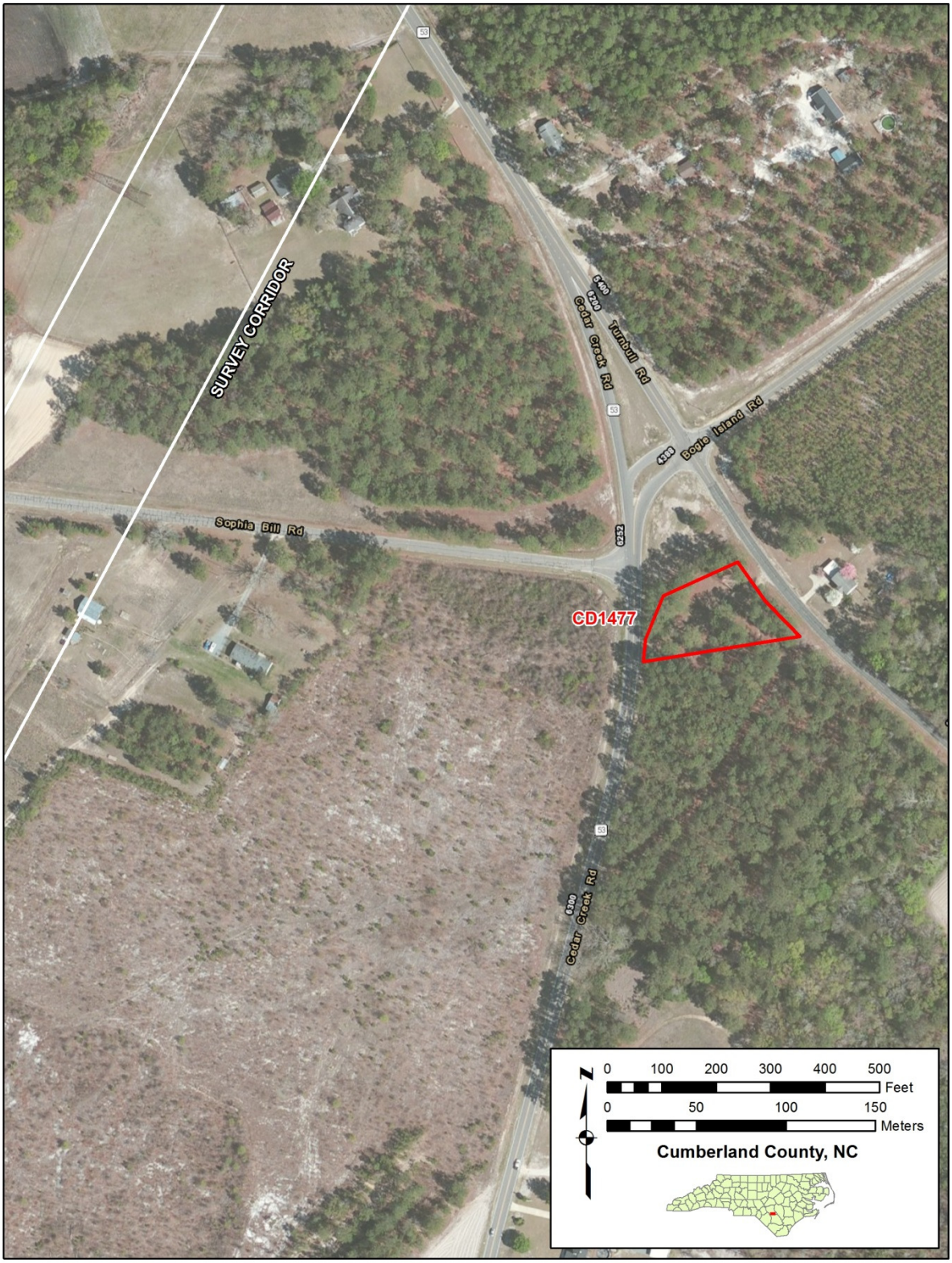

Figure 3. CD1477 (Cedar Creek Fire Tower), proposed NRHP boundary and relationship to Project.

construction of fire towers (Forest History Society 2017; NCDCD 1934). The design and materials of the tower are typical of the period, and the resource displays a high degree of integrity. While the fire tower is not distinctive or uncommon and does not represent the work of a master, it is an intact example of an engineering structure that has served as a local landmark visible from afar, connected to an important aspect of the area's history in the twentieth century. Fire towers may soon disappear from the landscape as they have fallen out of use, and no longer need to be maintained. Research by ERM failed to associate the tower with a significant individual who contributes to history, and therefore the tower is not recommended eligible under Criterion B. The interior could not be accessed, so it is not possible to evaluate the integrity of the resource relative to Criterion C.

Assessment of Effects: The proposed Project would not have a direct effect on the resource. Due to the tower's height, the corridor will be visible from its observation room. However, the tower's observation room has not been in use since the 1990s, and the view from ground-level would offer only a limited view of the tree cut associated with the proposed pipeline. In terms of the overall setting encompassed by the viewshed of the fire tower, the proposed Project would be one modern element among many already present, and would not constitute a significant change in the landscape as a whole, nor in the resource's rural/agricultural setting and feeling. It is therefore ERM's recommendation that the Project would have no adverse effect on this resource.

HT0131 (Averasboro Battlefield)

The Project corridor crosses a portion of the Averasboro Battlefield Study Area in Cumberland and Harnett counties, which was identified by the Civil War Sites Advisory Commission in 1993 and whose boundaries were confirmed by the National Park Service (2010) as a Potential National Register Boundary (PotNR) (Appendix A, Sheet 30). The PotNR was defined as those areas where sufficient integrity remained on the landscape to convey the significance of the action that took place there. For Averasboro, that boundary extended to the south beyond the existing NRHP-listed boundary for the battlefield to encompass the approach road used by Union General William T. Sherman's forces as they advanced toward Averasboro (Sisk Culbreth Road). The PotNR also includes Old Bluff Church, approximately one-third mile west of the Project corridor.

The Battle of Averasboro took place on March 15 and 16, 1865, in the waning days of the Civil War. Union troops under Gen. Sherman were encountering little resistance from the beleaguered Confederate forces commanded by Gen. Joseph E. Johnston as they slashed their way through the Carolinas. Johnston ordered Lt. Gen. William J. Hardee to slow Sherman's left wing, under Gen. H. W. Slocum, at Averasboro in order to allow Johnston to marshal his forces for a full-scale attack. Hardee chose a position on a "strip of land flanked by the Cape Fear River to the west and the Black River to the east" on the line between Harnett and Cumberland counties (Michael 2000). He arranged his forces in three lines, with each holding the enemy as long as possible before falling back to the next position. Hardee's men were able to hold Slocum's advance for two days, before retreating in the face of superior numbers. This allowed Johnston to concentrate his entire army at Bentonville, where the last and largest battle of the Civil War in North Carolina was fought three days later (Michael 2000).

NRHP Assessment: The Averasboro Battlefield Historic District was listed in the NRHP in 2001, and the nomination states that "the site remains remarkably intact and maintains a high level of integrity" (Michael 2001). According to the NRHP nomination, the existing NRHP boundary is

roughly bounded by the Cape Fear River, to the west, the Black River, on the east; it is 0.2 miles north of SR 1780, and 0.2 miles south of SR 1801 (Michael 2000). The existing NRHP boundary is approximately one mile northwest of the Project corridor and does not fall within the Project APE. The PotNR boundary extends beyond the existing NRHP boundary along Sisk Culbreth and Burnett roads (Figure 4). The current ACP Project area overlaps the southern end of the PotNR boundary at the intersection of Sisk Culbreth and Old Bluff Church Roads. Although no major action took place in this area, the open farmland and road network from the era is intact, and conveys the nature of the terrain over which Slocum's forces advanced prior to the battle (Appendix B, Photo 4). During the initial survey of the route, Sanbeck et al. (2016) recommended that the portion of the Averasboro Battlefield Historic District PotNR boundaries through which the APE crosses retains integrity and historic significance. ERM concurs with that assessment and recommends that the PotNR boundary is eligible under Criterion A.

Assessment of Effects: The proposed Project will cross the southern end of the Averasboro Battlefield Study Area, on the west side of Dunn Road and the Seaboard Coast Line/CSX rail line (resource CD1450, above). This end of the study area is characterized by large agricultural fields bordered by stands of woods, with widely-spaced farm buildings. A Project access road will extend into the study area approximately 0.6 miles to the north-northeast, following an existing access road along the wooded edge of a large agricultural field to the west of the Project corridor (Appendix A. Sheet 30). Project effects would involve a view of the tree cut for the pipeline corridor from a vantage point near the southern end of the PotNR boundary. The construction of the proposed Project in this peripheral location will not constitute a significant change in the overall landscape and the battlefield area's historic setting. It is therefore ERM's recommendation that the Project would have no adverse effect on this resource.

HALIFAX COUNTY

HX0021 (Halifax County Home and Tubercular Hospital)

The Halifax County Home and Tubercular Hospital is located at 13763 Hwy 903 in Halifax County. It was listed on the NRHP in 1985 and its approximately 350-acre NRHP boundary originally included nine contributing buildings, two contributing sites, and one contributing feature. At least one of the buildings, the Tubercular Hospital, has been demolished. The Halifax County Home (HX0021) remains, as do a number of associated outbuildings. The extant buildings are grouped at the southern end of the property, with large agricultural fields to their north and northeast, and woods covering most of the center and northern portions of the property. In addition to the buildings that are original to the site, the Allen Grove School (HX1566), a Rosenwald School constructed in 1922 and moved to the grounds of the former hospital in 1996, is recommended as eligible for the NRHP (Brown 2007). After being abandoned in 1973 and falling into disrepair, the former hospital's buildings were taken over by the 4-H program in the 1980s; renovations are ongoing, and additional agricultural structures for 4-H programs have been built on the northwest side of the historic structures. The 4-H Rural Life Center is used to teach farm and rural life skills to children in the local community. The land is very well-maintained and slopes down dramatically to the northeast and slightly to the southeast. There is an open agricultural field to the southwest with a thin line of trees in all directions. The proposed Project corridor crosses the center of the resource in a northeast-southwest direction (Appendix A, Sheet 7). The Allen Grove Rosenwald School, which was not a part of the original NRHP nomination, is evaluated separately as HX1566, below.

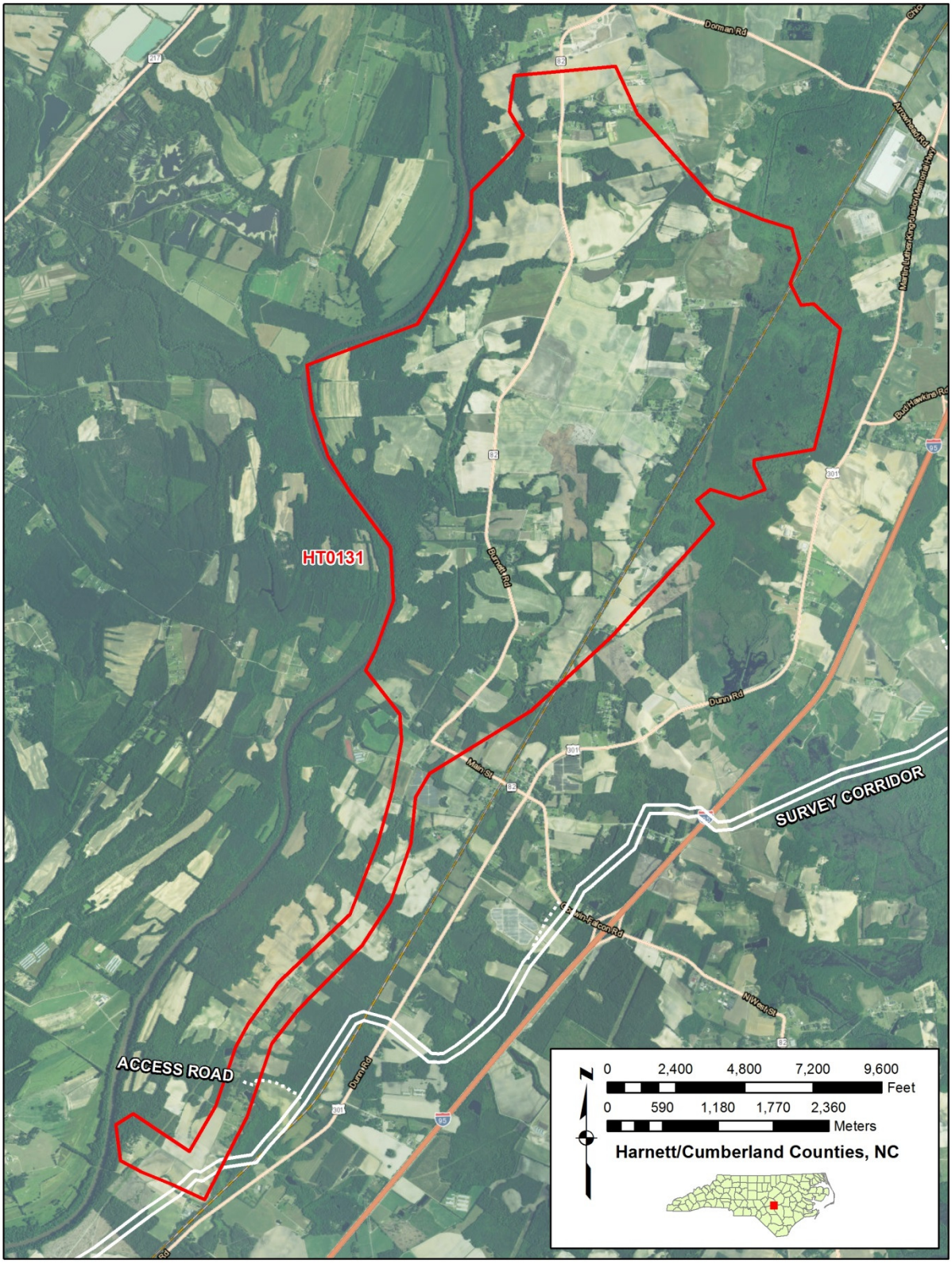

Figure 4. HT0131 (Averasboro Battlefield), PotNR boundary and relationship to Project.

The Halifax County Home and Tubercular Hospital property was recommended as retaining its eligibility for the NRHP in 2016 as part of the initial architectural reconnaissance survey for the current Project and the NC HPO concurred with the findings (Sandbeck et al. 2016). The Halifax County Home and its associated outbuildings and grounds were revisited in February 2017 because the addition of an access road across from one of the contributing buildings (HX-0021) resulted in a different relationship of the property to the proposed Project components (Voisin George et al. 2017).

The Halifax County Home was constructed in 1923 to house the county's indigent population (York and Cross 1985). The two-story Colonial Revival building was designed by Benton and Benton of Wilson. The structure has a hipped, asphalt shingle roof and a running bond brick exterior and foundation with a soldier bond water table (Appendix B, Photo 5). The façade also includes brick pilasters. The southwest elevation has a two-story circa 1950 portico addition supported by fluted Doric columns and a poured concrete floor. The second story of the portico has railing panels between the columns with plain wood balusters and a wooden entablature. The primary entrance is also located on the southwest elevation and has replacement vinyl French doors with fifteen lights. It also includes a transom window with six panes. The door is flanked by six-over-six, double-hung, wooden windows. The second story of the portico mirrors the first story. The northwest, northeast, and southeast elevations all have single and paired, six-over-six, double-hung, wooden windows, with the second story having smaller windows than the first story. A run of poured concrete steps supported by metal posts at the rear southeast elevation provides access to a vinyl door with a single light on the second story; this secondary entrance was most likely a circa 1960 addition. The main part of the building also includes a one-story, circa 1940 rear addition with an asphalt shingle, hipped roof with a running bond brick pattern and brick foundation. The addition has the same paired, double-hung six-over-six, wooden windows, and has an exterior end brick chimney on the northwest elevation. Its northeast elevation also includes a further circa 1960 addition with a concrete masonry unit foundation, vinyl siding and a flat roof (Appendix B, Photo 6). This addition has six-paneled, vinyl doors on the northeast and southeast elevations and has one-over-one, double-hung, vinyl windows. The southeastern vinyl door has a transom window with three panes. The main building is flanked by two dependencies that also have asphalt shingle, hipped roofs and six-over-six, double-hung, wooden windows (Appendix B, Photo 7). Both dependencies have the same form and materials, with fifteen-light replacement vinyl doors on their southwest elevations. They also have centered vinyl doors on their northeast elevations that have two panes and nine upper lights. They are connected to the main building by five-bay wings. These wings mirror each other and have central, fifteen-paned, vinyl doors flanked by two eight-paned French windows with a nine-paned upper fan light at both the northeast and southwest elevations. Both dependencies have circa 1950 portico additions to their southwest elevations that are supported by fluted Doric columns similar to the two-story portico on the main building. The easterly dependency has a circa 1960 porch addition to its northeast elevation (Appendix B, Photo 8). The porch is supported by squared, wooden posts, and has a flat roof, poured concrete floor, and replacement vinyl siding on its knee wall. The northwestern dependency also has a northeastern portico addition that mirrors its southwestern portico addition.

The interior is reported to have a large reception area with metal stairs of a dog-leg pattern with square-in-section metal newels with a rounded wooden handrail that leads to the second story. To either side of the reception area are parallel, elongated rooms in the two dependencies. The wings that connect the main building to the dependencies were used as a sun room and lounging area (York and Cross 1985).

There are thirteen outbuildings associated with the resource. To the north is a circa 1900 one-story side-gabled house with clapboard siding, a replacement concrete masonry pier foundation, and tin roof (Appendix B, Photo 9). It has an interior brick chimney on the center ridge of the roof and its primary entrance is on the southeast elevation and is filled with a three-paneled wooden door with an eight-paned upper light. On either side of the door are six-over-six, double-hung, wooden windows. The southeast elevation also includes a porch addition with a shed roof extension, wooden floor and baluster, supported by squared, wood posts with a wooden, post-in-ground foundation. The southwest and northeast elevations have a one-over-one double-hung wooden window. There is a circa 1920 shed roof addition to the northwest elevation with clapboard siding, tin roof, and six-over-six, double-hung wooden windows. The house is in good condition. Northeast of the house is a circa 1900 barn that currently is used as an agricultural museum (Appendix B, Photo 10). It has a gambrel, asphalt shingle roof, and clapboard siding. The barn has fixed, two-paned, wooden clerestory windows in the upper portion of the barn on the northeast and southwest elevations. The main entrance is on the southwest elevation and is filled with a six-paneled wooden door. The original barn entrance and hatch on the southeast elevation are now locked, but filled with panels of diagonally-oriented wood. The barn also includes circa 1960 porch additions to the northeast and southwest elevations. The additions are full-length and have asphalt-shingled shed roofs, and are supported by squared wooden posts. Some of the roof's shingles are missing, but the barn is in overall good condition. Further north of the barn is a circa 1990 gabled open air shed supported by squared wooden posts (Appendix B, Photo 11). It has an asphalt shingle roof and is in good condition. Southeast of the open air shed is a circa 1970 open-air equipment shed (Appendix B, Photo 12). The shed has a metal gabled roof supported by rounded wooden posts. It has metal siding in its gable ends and is in good condition. East of the barn is a circa 1960 milking barn with a front-gabled, asphalt shingle roof, and a concrete masonry unit foundation and exterior (Appendix B, Photo 13). The milking barn has fixed, 12-paned metal windows, vertical board siding on the gable-end, and a plank, hinged door on the southeast elevation. It is in good condition. East of the milking barn is a circa 1900 front-gabled corn and equipment barn with clapboard siding, and a concrete masonry unit pier and brick pier foundation (Appendix B, Photo 14). It has a standing-seam metal paneled roof with two bays on the southwest elevation. The southernmost is an open-air bay supported by metal posts, while the northern is enclosed. The main entrance is on the southwest elevation and is filled with a wooden, hinged door and has a wooden hatch door at the loft above it. The barn's roof and clapboard siding are worn in areas, and the barn is in fair condition. Southeast of the first barn is a circa 1960 accessory structure with clapboard siding, a front-gabled, asphalt shingle roof, and a concrete masonry unit pier foundation (Appendix B, Photo 15). The structure has one-over-one, double-hung, vinyl windows on the northwest and southeast elevations. It has an open door frame on the northeast elevation with a front porch supported by two wooden posts, a wooden baluster and floor. It is in good condition. Southeast of the accessory structure is a circa 1950 chicken house with a standing-seam metal shed roof and concrete masonry unit foundation and exterior (Appendix B, Photo 16). It has a wooden plank door on the northwest elevation and windows with wood frames, filled with chicken wire on the southwest elevation. The chicken house is in fair condition. Southeast of the main building is a circa 1980 outdoor amphitheater with three rows of benches facing a pavilion. The structure has vertical wood siding and a front-gabled, asphalt shingle roof (Appendix B, Photo 17). It has a stage on the west elevation with a wooden fence on either side, running to the north and south. The stage extends on the north and south elevations that lead to wooden stairs with a wooden baluster. The south elevation has a shed roof addition with a composite wood exterior, and is most likely used as a changing room. The south, west, and north elevations all have shed roof extensions that slightly protrude from the exterior. There are also two open wood

door frames that lead to the backstage area on the west elevation. The amphitheater has a wooden vent in the gable end of the roof, and is in good condition. North of the amphitheater is a smokehouse with a front-gabled, asphalt roof (Appendix B, Photo 18). The circa 1940 smokehouse has a running bond, brick exterior and foundation, and has an exterior end brick chimney on the southeast elevation and a metal flue in the center ridge of the roof. It has two, one-paned, fixed windows on the southeast elevation that are covered with metal bars with metal vents below and above the windows. The main entrance is centered on the southwest elevation and is filled with a double plank wooden door. The southwest elevation also has a wooden vent in the gable end. The northeast elevation of the smokehouse has a boarded up opening in the upper half-story, and a sliding barn door track. The opening for the barn door has been closed by a metal gate and replaced by a vinyl, six-paned door (Appendix B, Photo 19). The smokehouse has a northwest shed addition that is used as a cannery (Appendix B, Photo 20). The circa 1970 cannery has an American bond brick exterior, asphalt sheeting shed roof, and a poured concrete foundation. It has a centered, vinyl double door on the southwest elevation that has two lower panels and nine upper lights. The northwest elevation has one-over-one, double-hung, vinyl windows and a secondary entrance filled with a vinyl door with two lower panels and nine upper lights. The northeast elevation has an interior end brick chimney, and another one-over-one, double-hung, vinyl window. The smokehouse and cannery addition are in good condition. Northwest of the cannery is a circa 1940 pumphouse with a brick, American bond exterior and foundation, and a standing-seam metal shed roof with exposed rafter tails (Appendix B, Photo 21). The primary entrance is on the southwest elevation and filled with a vinyl door with six panels. To the left of the door is a boarded up window. It has a shed roof addition on the northeast elevation and is in good condition. Northeast of the pumphouse is a circa 1940 laundry/washroom (Appendix B, Photo 22). This structure has a brick foundation, standing-seam metal siding, and a side-gabled, standing-seam metal roof. It has an exterior end brick chimney on the northwest elevation and has three, hinged, wooden plank doors and a six-paned, fixed wooden window on the southwest elevation. The southeast elevation has a centered, wooden plank door and an upper wooden hatch in the half-story. The northeast elevation has an interior end brick chimney. The southeast elevation also includes a circa 1980 shed-roof addition with a standing-seam metal roof, and a concrete masonry unit exterior and foundation (Appendix B, Photo 23). It has a warped, hinged, composite wood door on the southeast elevation. The NRHP nomination form describes it as a board-and-batten structure, in a rapidly deteriorating condition. Since the 1985 survey, the board-and-batten was changed to metal siding. It is in fair condition. The final outbuilding is southwest of the amphitheater and is a circa 1990 gabled picnic area with an asphalt shingle roof that is supported by wooden posts (Appendix B, Photo 24). It has a poured concrete floor and is in good condition. There also is a circa 1990 wooden bridge to the south of the amphitheater that is also in good condition (Appendix B, Photo 25).

There are a few structures on the NRHP nomination form that are no longer extant. A water tower located between the county home and the hospital site provided water to the facilities but is no longer standing. The nomination form also discusses a Delco house and a saddle-notched log structure with board-and batten siding. The Delco house was a brick, shed-roof structure that is no longer extant, and the circa 1920 saddle-notched structure had a gabled-roof with exposed rafter ends had a center-hall plan with two-rooms on each side. The saddle-notched structure is also no longer extant. Other buildings that are no longer standing include a gabled potato house, a blacksmith shop, a livestock barn, and a shed-roofed chicken coop.

The Halifax County Commissioners approved the construction of the County Home in 1922, budgeting $1,500 to the architectural firm of Benson and Benson for the design, plans, and oversight of construction. The facility was expanded with the construction of the county Tubercular Hospital in 1925. The County Home in Halifax County was part of a trend toward progressive policies for the treatment of the poor that emerged during the late nineteenth century. These facilities were intended to provide indigents with a pastoral setting and the opportunity to work at farm chores to support the facility's operations. The main building was arranged with a central reception area with a superintendent's apartment on the second floor, and segregated men's and women's lounge areas, dining rooms, and residence halls. The quarters also were segregated by race. In the late 1950s, the county decided to convert the County Farm to a rest home for the elderly, using the rents to defray costs of the county welfare program. African-American residents of the home were moved to the hospital building (which had closed in 1955). Much of the farm equipment and livestock was sold and the land was leased to a local farmer. The facility operated as a rest home until 1973, when the cost of renovating the buildings to meet new housing standards was considered too high. The county continued to own the property, but the buildings were abandoned until the 1980s when the Halifax County 4-H program began a restoration program. The tubercular hospital was demolished between 1985 and 1996 (Brown 2007; York and Cross 1985).

NRHP Assessment: The County Home and Tubercular Hospital was listed in the NRHP in 1985, with the county home building (HX0021) determined to be eligible as it "embodies the distinctive characteristics of county homes…built during the early twentieth century in North Carolina" (York and Cross 1985). The building also is considered a contributing resource to the still eligible NRHP-listed Halifax County Home and Tubercular Hospital property. ERM recommends that despite the loss of the hospital building and a number of original outbuildings, the property retains sufficient integrity for eligibility under Criterion A for its association with the evolution of twentieth century social welfare programs in Halifax County. Figure 5 shows the existing NRHP boundary and its relationship to the proposed Project.

Assessment of Effects: The proposed Project crosses the wooded center of the 350-acre resource in a north-northeast to south-southwest direction. Vantage points for the tree cut that would be associated with the Project include a location on Dog Pound Road at the western edge of the property, and from an access road running through the central portion of the property, between two stands of planted pine. Landscape changes associated with the Project would not be visible from the contributing buildings located to the south. The circa 2000s agricultural structures built for the 4-H programs are located between proposed Project corridor and the historic buildings, as is a section of pine plantation to the north. The group of historic buildings also is separated from the newer 4-H buildings by a line of trees, with the historic buildings approximately 0.25 miles east of the corridor as its crosses an agricultural field on the west side of Dog Pound Road. It is ERM's recommendation that the proposed Project will not cause significant change to the adapted landscape of the former Halifax County Home and Tubercular Hospital, and would have no adverse effect on the extant historic structures' setting or feeling that contribute to the resource's NRHP eligibility.

Z.A. Hardee Farm Complex (HX0227, HX0228, and HX0229)

The Z.A. Hardee Farm Complex includes the Z.A. Hardee House (HX0227), the Z.A. Hardee Bird House (HX0228), and the Z.A. Hardee Farm (HX0229). The resources are located on a 10-acre parcel that spans both sides of Heathsville Road approximately 0.1 miles northwest of the proposed Project (Appendix A, Sheet 9). The complex is located on a low ridge between the

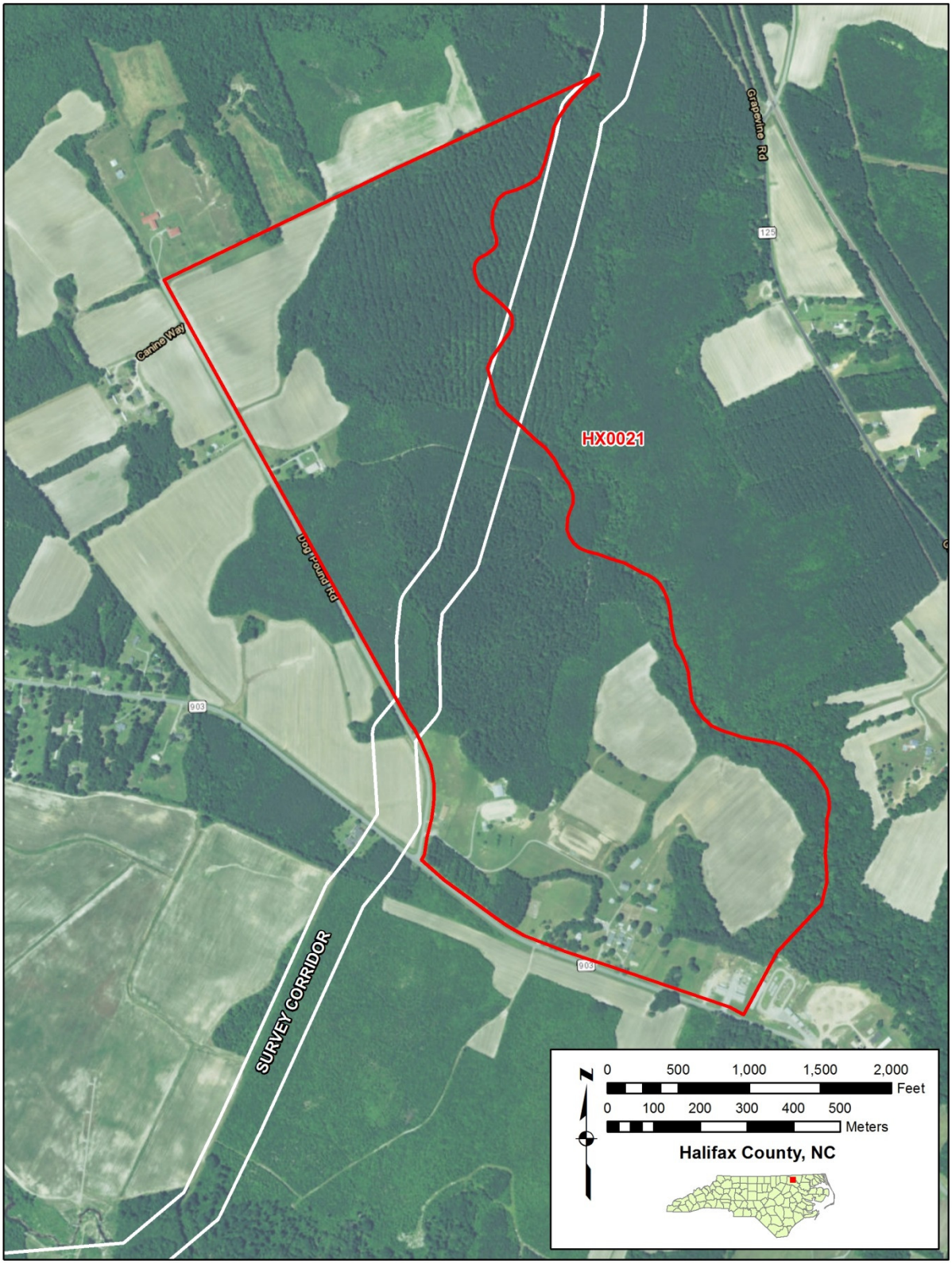

Figure 5. HX0021, NRHP boundary and relationship to Project.

Jacket Swamp to the west, and a branch of the Burnt Coat Swamp to the east. The area around the domestic cluster on the east side of the road is mowed, with mature trees around its edges and along the road on the west side of the house. Four associated barns/storage sheds and a 1928 birdhouse (resources HX0228 and HX0229) are located on the west side of the road. The relatively level ridgetop surrounding the house is utilized for agricultural fields, with woods on its slope toward the swamps. These resources represent elements of a contiguous farm complex that are temporally and functionally associated. The history of the Z.A. Hardee Farm Complex is discussed below, followed by separate descriptions of the resources. The NRHP assessment is based on the related resources taken as a whole.

The Hardee farmstead was part of an approximate 150-acre farm established by Zora Ashley "Dawsey" Hardee in approximately 1918 and known as Pinecrest Farm. Hardee was a wealthy tobacco, cotton, and peanut planter and businessman (Figure 6). In addition, he served in World War I, was a justice of the peace, and was a member of the Historic Eden Methodist Protestant Church and the Farmers Union (East Carolina University [ECU] Library 2008; Taves et al. 2010:263). Z.A. Hardee acquired the largest portion of this farm, 112.25 acres, from his father, James W. Hardee, in 1917. This property was known as the Boone Place. He added 8 acres from John Bryant in 1919 and 42 acres from other Hardee heirs in 1927. The current dwelling may have replaced an earlier residence, since maps of the county from 1914 and 1916 (Hughes 1914; USDA 1916) show a structure in the vicinity of the current house (Figure 7).

The house and associated domestic and agricultural outbuildings were surveyed in 1986 by Henry V. Taves and included in his 2010 volume on the historic architecture of Halifax County (Taves 1986a; Taves et al. 2010:263–264). The survey documented the dates and uses of a number of structures based on signs on the buildings and, presumably, informant information. Z.A. Hardee patterned his house after that of his father, James W. Hardee, a prominent farmer in Halifax County. The younger Hardee constructed several domestic buildings behind the main house over the two decades after establishing the farm, as well as a store that fronted on the road. This is reflected in the 1938 highway map of the county (North Carolina State Highway and Public Works Commission [NCSHPWC] 1938), which shows dwellings to the north, northeast and south of the house, and the store in front (represented by an L-shaped box) (Figure 8). Hardee constructed a number of outbuildings around the main house. The 1986 survey documented nine outbuildings around the residence, including (counterclockwise from the store) four garages, a small tenant house (1925), a smokehouse, a brick freezer house (1950), and a building briefly used as a kindergarten (1960–1962). Of these buildings, all appear to remain except one garage. The southern portion of the storage building at the northeast corner of the yard has an exterior chimney and corresponds to the location of the kindergarten. The northern portion was likely added later. The tenant house appears to have been converted to a utility building.

Figure 6. Z.A. Hardee in his World War I uniform about 1918 (ECU Library 2008).

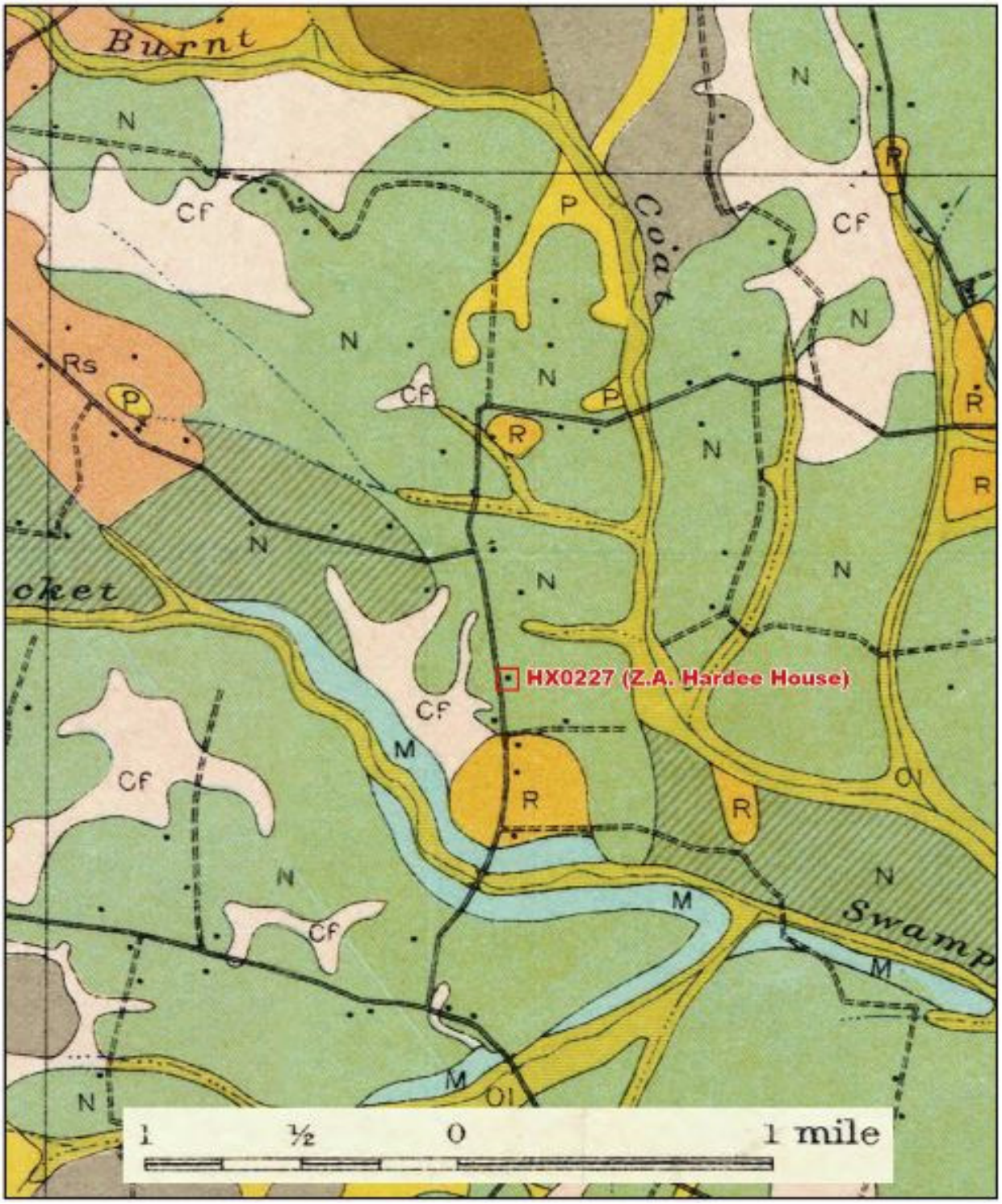

Figure 7. Soil map of Halifax County in 1916 showing dwellings in vicinity of Z.A. Hardee Farm (HX0227).

Hardee also constructed a row of farm buildings on the west side of the road oriented north-south along the road. Seven of these structure were still standing at the time of the 1986 survey, including (from south to north) a feed house on stilts, a tobacco barn, a tobacco grading house, a pack house/corncrib (1918), a corn barn (1950), a mule barn with central passage (1920), and a fertilizer house (1934). A two-room tenant house with an ell (1937) was the northernmost structure along the west side of the road. A 1958 aerial photograph shows a house in this location that is now gone. Taves's survey notes that Hardee enjoyed attracting birds to his farm and put nesting boxes in many of the outbuildings. He also constructed the pole-mounted martin house on the west side of the road in 1928, the oldest dated martin house in Halifax County. Of the agricultural buildings, four currently remain: the tobacco grading room, the pack house, the corn barn, and the fertilizer house. The martin house is also extant. The tenant house was standing as late as 2012 based on historic aerial photographs, but is now gone.

Halifax County deed records indicated that Z.A. Hardee owned a number of large parcels around Enfield, which were utilized for timber and farming (Halifax County Register of Deeds). He and his wife, Thelma, executed timber deeds to H.M. Walker Lumber Company in 1943 and Norman Mitchell in 1962, and lease agreements in 1959 with J.C. and F.R. Hardee and Ruth C. Wynne, Cecil Moone and his wife, and Mary Elizabeth W. Moone. The lease agreement with J.C. and F.R. Hardee included the 150-acre Z.A. Hardee home place, as well as a 93-acre tract acquired by the Hardee in 1940 that was part of the division of the J.W. Hardee home place. The agreement stipulated that the lessees would pay a rent equal to one-fourth of the value of the cotton, tobacco, and peanuts raised on the farm in the coming year. They were also required to keep the farm in good working order and repair, to plant all crops allotted to them by the U.S. Department of Agriculture, and to keep the farm in good standing with the federal agency. The agreement with Wynne and the Moones was for a 300-acre tract purchased by Z.A. Hardee in 1936 and contained similar provisions.

Hardee died in 1978, and the farm passed to his wife and children. In 1998, Hardee's heirs conveyed the 10-acre parcel that included the house and agricultural buildings to James W. and Donna C. Jones. The parcel was surveyed in 1997 for the Joneses, who may already have been residing in the house. The plat of the property made at that time shows that the Hardee heirs still retained the lands surrounding the 10-acre tract. Since 1998, the property has been owned by John R. Voss (1999–2002), Carlos Brenis (2002–2005), and Kyle B Jenkins (2005–present).

HX0227

The circa 1900 two-story I-house with Colonial Revival details has a symmetrical three-bay principal façade, with a centered façade gable that is framed by a pair of corbeled internal brick chimneys at the ridgeline of its standing seam metal roof. The dwelling has aluminum siding, and the center gable's boxed eaves are finished with beadboard. Its three six-over-six windows at the second floor are aligned with fenestration at the first floor, including the centered paneled wood entry door with a large upper glazed panel, which opens to the porch (Appendix B, Photo 26). The one-story raised porch with a hipped roof is supported by square wood posts without railings between them, and it connects a one-story addition on the house's north side and a one-story sunroom with one-over-one aluminum-framed windows on the south side of the house; the additions are visible in undated photos of the farm that appear to pre-date the circa 1950s historic aerial images (Taves et al. 2010:263). The porch's standing seam metal roof is considerably weathered and appears to be older than the house's updated main roof (Appendix

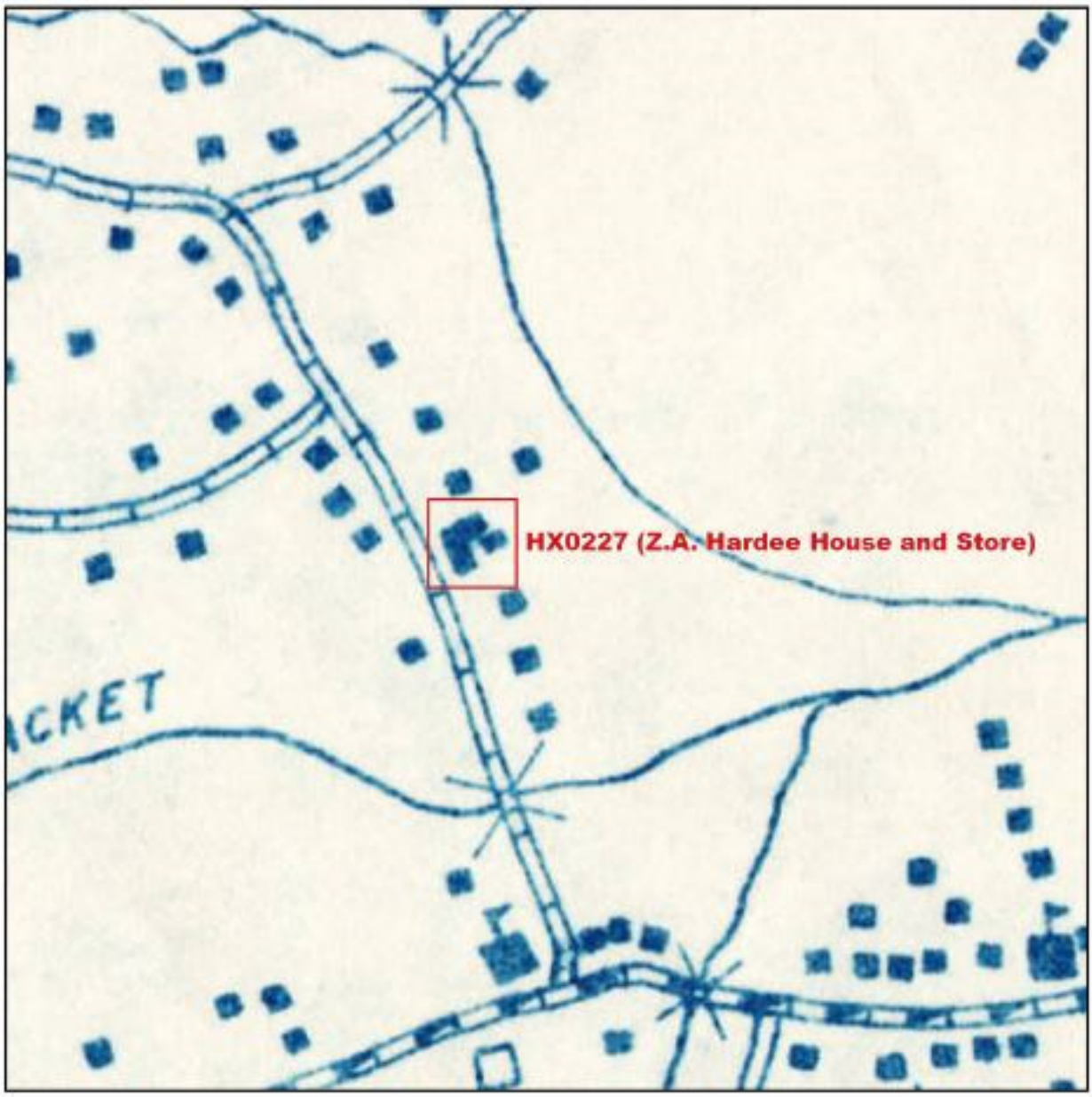

Figure 8. Highway map of 1938 showing the Z.A. Hardee house and store (HX0227 (NCSHPWC 1938).

B, Photo 27). The house's foundation was not visible from the road; the sunroom has brick masonry piers. Aerial images show a gabled ell wing on the east side of the dwelling, which was not visible from the road. The exterior finishes are weathered, and the structure is in overall good condition.

Aerial images show seven storage and accessory structures and a trampoline in the domestic cluster located to the northeast, east, and southeast of the dwelling; five of the structures are visible from the road, and there is also an additional structure to the southeast and a raised play

structure/treehouse to the north of the dwelling that are under tree canopies. A circa 1940–1950s gabled utilitarian frame storage structure at the northeast corner of the yard has an oxidized standing seam metal roof. This structure has an enclosed section with an exterior brick chimney, clad with wide wood siding and having board-ups over a pair of window openings near its open doorway at its south end, and an open equipment bay at the north end (Appendix B, Photo 28). There is considerable deterioration at the north end, and the structure is in overall fair condition. The trampoline is sited adjacent to the house's northeast corner. To the east of the trampoline is a circa 1950s one-story brick accessory structure with a shed roof clad with metal panels; it was noted in the previous survey to have been a freezer house. Southeast of the brick structure, there are two gabled accessory/storage structures. The northerly circa 1910–1920s one-story frame structure has weathered horizontally-oriented Dutch lap wood siding, a wide centered door of wood planks at its west façade, and a corrugated metal roof with extended rafter ends (Appendix B, Photo 29). The southerly of the two accessory/storage structures is partially visible from the road. The circa 1920s gabled structure is of similar scale, with vertically-oriented wood siding that may earlier have had battens; the south façade is now clad with metal paneling. It also has a corrugated metal roof with extended rafter ends. A pair of sliding doors on an overhead track, and a personnel door composed of wood siding, are located in its west façade. Its foundation is not visible (Appendix B, Photo 30). Aerial images show a long gabled structure to the southeast, which it was not clearly visible from the road at the time of survey due to vehicles parked in front of it. It appears to have vertically-oriented siding, a wide opening at the west façade, and a metal roof. Its location at the end of the driveway suggests it may be a garage. An additional one-story gabled structure at the southeast corner of the yard is only partially visible from the road. It has horizontally-oriented clapboard siding, and a roof of oxidized metal panels (Appendix B, Photo 31). A shed roofed overhang at its west façade is also clad with metal paneling; it is supported on plain wood braces, and shelters a wide entrance. An extension on the south side of the building may be a later addition, and its lower wall topped with posts and open railings suggests the building may have served as an animal shelter. A small structure to the west of the animal shelter was not visible from the road. Adjacent to the driveway beside the road is a circa 1920s one-story gabled store building with an interior brick chimney at its ridgeline. It has a shed-roofed addition at its south side (Appendix B, Photo 32). Both the original section and the addition have foundations of stone piers; the pier at the northwest corner appears to have been replaced with brick. The original section's standing seam metal roof extends toward the road to form an overhang carried by two square wood posts with plain wood braces. A large stone serves as a step to the door, which is fabricated of wood planks, centered in the original section. The wood door is flanked by tall, symmetrical window openings that are closed with wood panels with diagonal braces. A door to the addition appears to have had an upper light, which has been covered with a wood panel. The structure is clad with weathered clapboard siding. Its exterior finishes are weathered, and it is in fair to good to condition. At the north side of the house, a circa 1980s fort/treehouse has wood siding, a foundation of wood posts, and a gabled roof of metal panels that is open above the walls and at the gable ends. It is accessed by a ladder at the east side, and appeared to be in acceptable condition.

HX0228

Sited on the west side of the road, the resource is a wood bird house for purple martins, noted to have been built adjacent to a tobacco pack house (part of resource HX0229) in 1928 (Appendix B, Photo 33). The square front-gabled structure was noted in a previous survey to contain 20 nesting spaces in three levels (Appendix B, Photo 34). It is constructed of wood, and

the openings at the second and third levels, and the front gable end, appear to have been modified. Its roof is clad with metal panels, and it is mounted on an 8-foot-tall cedar post. Its exterior finishes are considerably weathered, and it is in fair condition.

HX0229

This resource includes a number of agricultural buildings on the west side of Heathsville Road that are associated with the farmhouse and accessory buildings located on the east side of the road (resource HX0227, described above). A 1928 birdhouse (resource HX0228, described above) is located adjacent to the tobacco pack house that is part of HX0229. The relatively level ridgetop surrounding these buildings is utilized for agricultural fields, with woods on its slope toward the swamps. Of the farm's previously-recorded agricultural structures on the west side of the road, the remaining ones are those identified as the tobacco grading room, pack house with corncrib and hay shed, mule barn, and fertilizer house (Taves 1986a; Taves et al. 2010:264). The circa 1910–1920s one-story end-gabled grading room has a raised foundation and a full-width shed-roofed porch at its south façade, which has partially collapsed. It has a damaged standing seam metal roof, with extended rafter ends and an interior brick chimney at its ridgeline (Appendix B, Photo 35). It is clad with weathered horizontally-oriented wood siding. The window opening at its each façade has no sash. The structure appears to have fallen into disuse, and it is overgrown, limiting visibility of its details; it is in fair to poor condition. On the north side of the grading room, the two-story end-gabled pack house has one-story shed-roofed additions at its north and south façades (see Appendix B, Photo 33). Noted in a previous survey to have been built in 1918, it is clad with board and batten siding, with horizontally-oriented weatherboard siding at the east gable end; a bird nesting box is mounted at the gable end. It has a foundation of stone piers. At the east façade, the doors to the central section's first and second story openings are closed by doors fabricated of wood planks that may be replacements. The addition at the north side does not have a door, and its roof of corrugated metal is sagging. The roof of the south addition is in the early stage of collapse (Appendix B, Photo 36). The structure appears to be used for storage, and it is in fair to poor condition. The circa 1950s one-story end-gabled corn barn is set back approximately 100 feet from the road. Its weathered wood siding has metal replacement members above the central door opening at the east façade, and continuing on the north façade (Appendix B, Photo 37). The structure has a ribbed metal roof, which is damaged at its west end. At the south side of the building, a similar shed roof supported on square wood posts shelters a fenced corral; the corral has updated wood siding at the east façade. It appears to be vacant, and is in fair to poor condition. Aerial photographs indicate that the circa 1920 mule barn that was located to the north of the pack house has recently been demolished. To the north of its site, the one-and-one-half story end-gabled fertilizer house was noted to have been built in 1934. Vegetation around this structure obstructed a view of its foundation. Metal panels have been installed on its exterior walls, with weatherboard siding at the east gable end. There is no door at the framed opening in the gable end, and the nesting box above this opening has been seriously damaged. The first floor opening at this façade has a remnant of a door fabricated from wood planks. The structure's roof of metal panels has also been damaged (Appendix B, Photo 38). It is in fair to poor condition.

NRHP Assessment: Resources HX0227, HX0228 and HX0229 are elements of the Z.A. Hardee Farm Complex that was owned by the same family for approximately 80 years as a working cotton, tobacco, and peanut farm and a commercial trading post. The farm has previously been noted as a sprawling twentieth-century agricultural complex with a particularly extensive and intact set of outbuildings, and has been included in a book of notable historic buildings in Halifax

County (Taves et al. 2010). While modifications are common in the adaptation of farm buildings over time to meet changing needs, those observed at the Z.A. Hardee Farm Complex have diminished the integrity of the main house's design; some of the outbuildings have lost integrity of materials as well. Aerial photographs document that a number of the farm's earlier outbuildings that were present in the 1950s, particularly on the west side of the road, were demolished by the 1990s. However, the original packing house and various domestic, commercial, and agricultural buildings from the 1920s to 1950s are still standing. The remaining outbuildings reflect the diverse enterprises and activities carried out on a prosperous early to mid-twentieth century farm in Halifax County, and together they retain integrity as a typical prosperous farmstead of the region at the end of the nineteenth century (Bishir and Southern 1996:37). The tenant house and the store illustrate the tenant system, and support buildings illustrate a range of activities, such as food storage (ice house), agricultural storage (corn barn, fertilizer house), crop processing (pack house), education (kindergarten building), and recreation (martin house, nesting boxes). It is the recommendation of ERM that the Z.A. Hardee Farm Complex retains sufficient integrity to convey its association with the broad patterns of history and significant events in the development of Halifax County domestic and agricultural life in the twentieth century. Therefore it is ERM's recommendation that the resources are eligible, individually and collectively, for the NRHP under Criterion A. Although Z.A. Hardee was a prosperous farmer and was involved in the community, historical research did not indicate that he played a significant role in historical events in Halifax County, and the resources are recommended as not eligible for the NRHP under Criterion B (Figure 9).

Assessment of Effects: The proposed Project would not have a direct effect on the resource. The corridor passes through agricultural fields to the east and southeast of the farm complex and will not result in a significant change to its viewshed. The clearance of trees for the pipeline corridor will be visible on the slope to the east-northeast of the resource; however this change will constitute a minor element in the overall landscape, and will not cause a loss of integrity to the farm complex's historic context. It is therefore ERM's recommendation that the Project would have no adverse effect on this resource.

HX1566 (Allen Grove Rosenwald School)

Now located at the 4-H Rural Life Center at 13763 Hwy 903 in Halifax County (described as resource HX0021, above), the resource on the northeastern side of Hwy 903 is in a rural area of Halifax County. The land is manicured and slopes down drastically to the northeast. There are mature trees on the north and west sides of the resource, and a row of trees separates it from the buildings for the 4-H Rural Center to the northwest, with a strip of agricultural land bordered by woods on the opposite side of the highway to the southwest. The school is 0.25 miles east-southeast of the proposed Project corridor (Appendix A, Sheet 7).

The Allen Grove School was constructed in 1922 about 3 miles south of its current location, in the Allen Grove community on the north side of SR 561 just west of Morris Road (SR1201). It was one of 46 schools in Halifax County constructed using money provided in part by the Rosenwald Fund, established by philanthropist and Sears, Roebuck and Company president Julius Rosenwald to educate African-American children in the South. The Allen Grove School is one of several identical schools in the county attributed to local African-American contractor Cary Pitman. The plan for the building was created by Henry Bonitz, a Wilmington architect, and was designated the School 200-R standard design for two-teacher rural schools. The design was popular in Halifax County and was used primarily for in rural communities with small student populations. The Allen Grove School was used through 1959 before being abandoned.

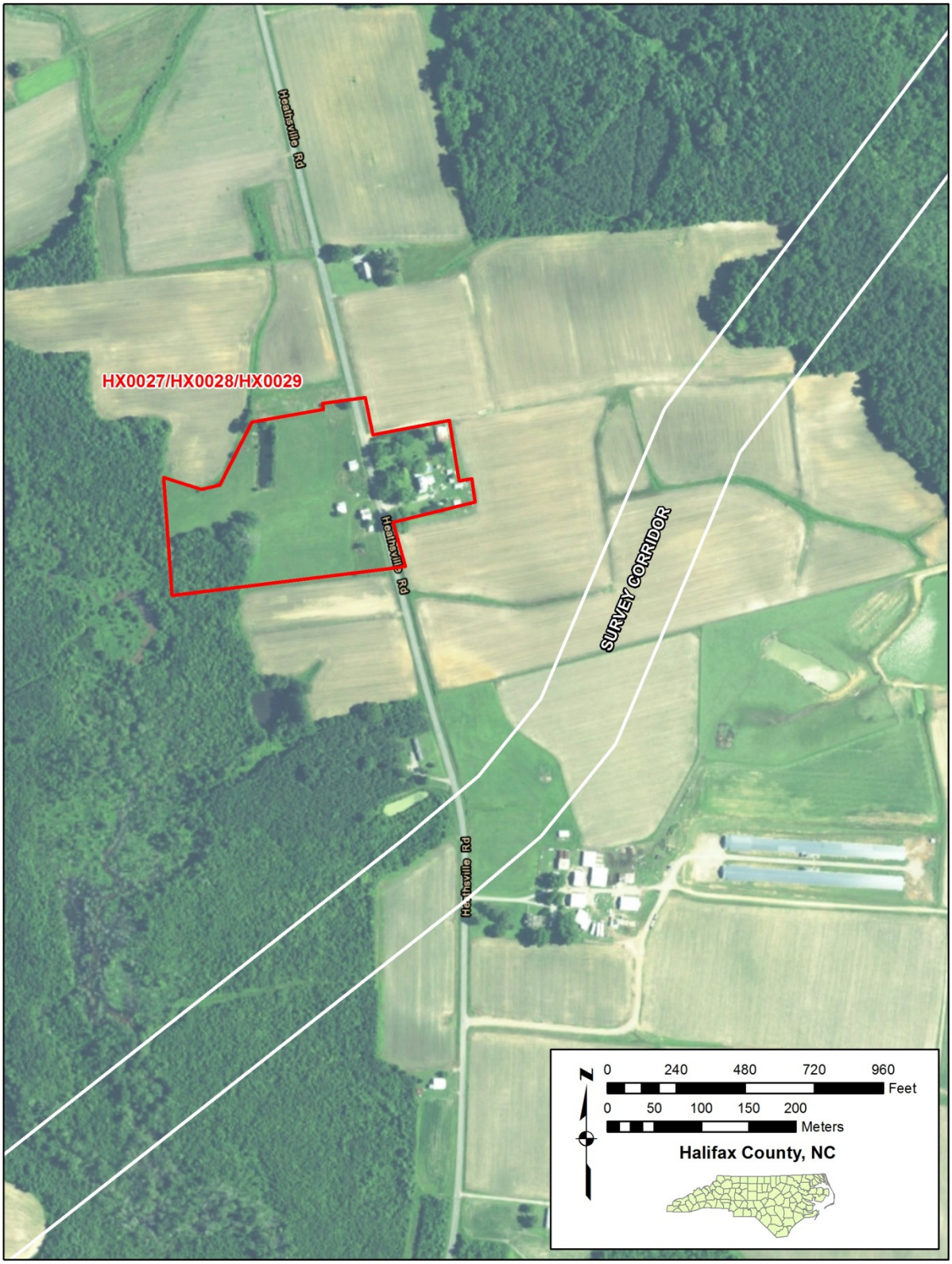

Figure 9. HX0227, HX0228, and HX0229, proposed NRHP boundary and relationship to Project.

The building was surveyed in its original location by Henry Taves (1986b) and was largely intact, though in a deteriorating condition. The school was moved in 1996 to the grounds of the 4-H Rural Life Center and carefully restored according to Joe Long, Director of the 4-H Rural Life Center (Brown 2007).

The building has a continuous brick foundation and a tin hipped roof with exposed rafter tails. The modern foundation conforms to the elevation, which slopes down to the northeast and has metal vents for the basement floor. The resource has clapboard siding and the words, "Allen's Grove Rosenwald School" inscribed on the southwest elevation. The school has nine-over-nine, double-hung, wooden windows on the northwest elevation (Appendix B, Photo 39). The southeast elevation has a gabled wing and two shed-roof extensions. The windows below the shed-roof extensions are four-over-four, double-hung, and wooden, while the front gable on the southeast elevation mirrors the northwest elevation with the nine-over-nine windows and a vent in the top of the gable end (Appendix B, Photo 40). A brick chimney is located on the ridge of the gable. There are two main entrances to the schoolhouse on the southeast elevation, each filled with a five-paneled, red door led to by wooden steps. There are also secondary doors on the northeast and southeast elevations of the gable end. The schoolhouse is good condition.

NRHP Assessment: According to Brown's (2007) study of Rosenwald Schools in six counties of northeastern North Carolina, the Allen Grove School retains most of its original fabric and features, both interior and the exterior, or they have been restored with like materials and workmanship. Brown (2007) noted that the only significant aspect of the school's integrity that was altered was its location. The school is one of the five remaining Rosenwald Schools out of the 46 originally constructed in Halifax County. The school was recommended as eligible for the NRHP and is currently on the NC HPO Study List. ERM concurs with the recommendation that HX1566 is eligible for the NRHP as an individual structure under Criterion A (Figure 10). The resource was significant in the history of the African-American community during the period from the Jim Crow era through the early Civil Rights Movement era. Despite the fact that the resource has been moved, it still conveys its history, given the degree of architectural integrity retained. Restoration of the school did not compromise the resource's integrity of design or materials, and ensured that the structure will remain in good condition for years to come, standing as a visible reminder of segregation and the importance of education for African Americans striving to forge opportunities in the face of institutionalized discrimination. The resource is not a contributing structure to the Halifax County Home and Tubercular Hospital property because it was not part of the property during the period of significance for the facility and is unrelated to its function.

Assessment of Effects: The proposed Project would not have a direct effect on HX1566. Due to the mature trees on the north, west, and southwest sides of the resource, neither the Project corridor nor the access road are visible from the vantage point of the building itself. The proposed access road is southwest across from Route 903 from the resource. It is a packed dirt farm road that will be improved with the addition of gravel. A small change to the resource's viewshed from the removal of trees in corridor on the south side of Route 903 would only be visible at the southeast edge of the property. The setting of the resource is not relevant to its historical significance, particularly since the schoolhouse has been moved from its original location. Therefore it is ERM's recommendation that the Project would have no adverse effect on this resource.

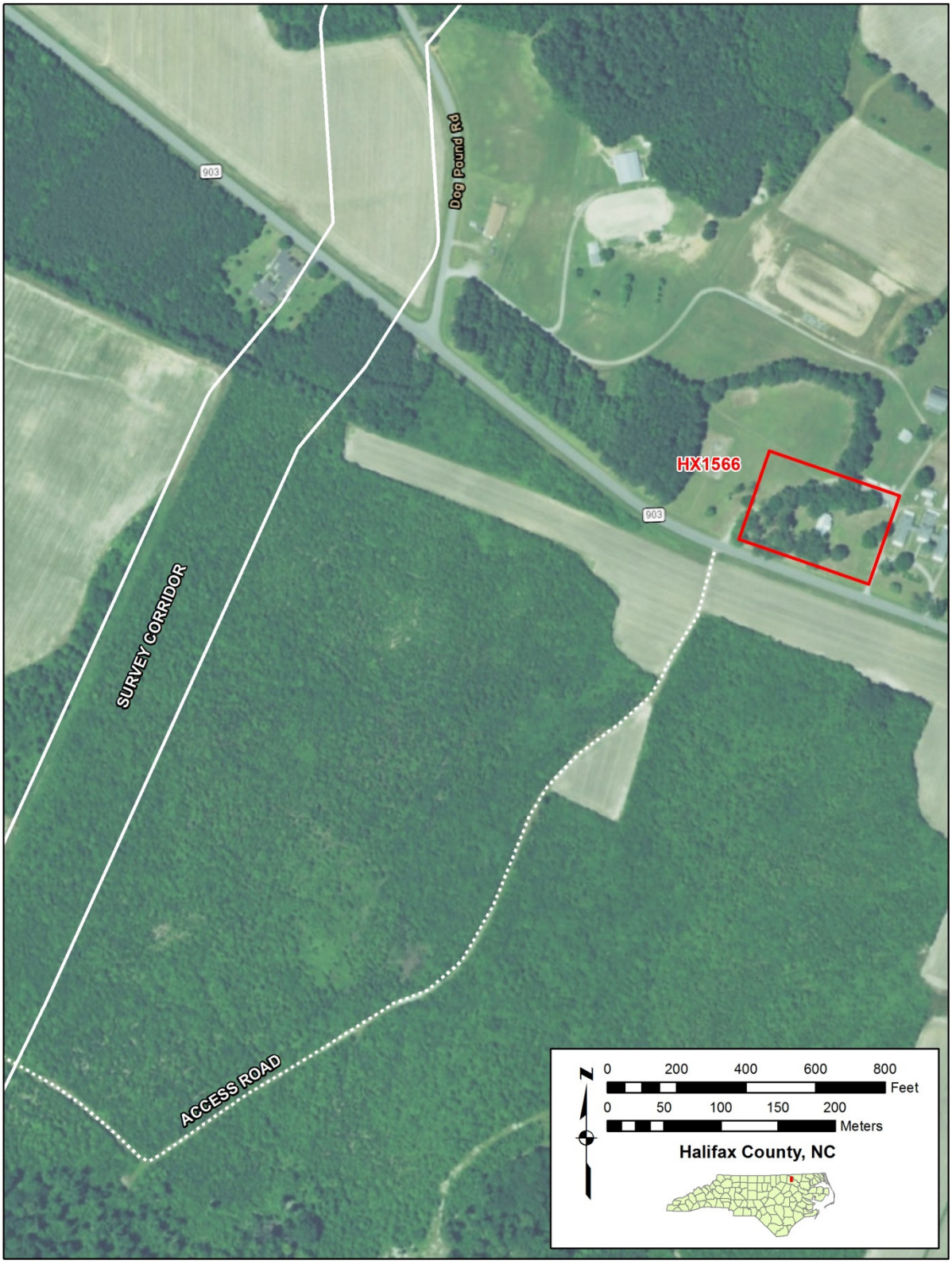

Figure 10. HX1566, proposed NRHP boundary and relationship to Project.

JOHNSTON COUNTY

JT1355 (Bentonville Battlefield)

The Project corridor crosses a portion of the resource, the Bentonville Battlefield Study Area, which was identified by the Civil War Sites Advisory Commission in 1993 and confirmed by the National Park Service (2010) as a PotNR area to the Bentonville Battlefield, a National Historic Landmark (NHL) and North Carolina State Historic Site. The PotNR area was defined to encompass those areas where sufficient integrity remained on the landscape to convey the significance of the action that took place there. For Bentonville, that boundary extended beyond the existing NRHP/NHL boundary to encompass the road over which Confederate General Joseph E. Johnston withdrew his forces after failing to rout General William T. Sherman's Left Wing (Devils Racetrack Road). The PotNR area for Bentonville Battlefield is in the APE, but the listed NRHP/NHL boundary is not.

The Project corridor crosses the northern end of the PotNR boundary near its intersection with Stewart Road, southeast of Four Oaks, and about 6.1 miles north of the existing NRHP/NHL boundary (Appendix A, Sheet 23). The portion of the resource crossed by the Project is primarily former agricultural fields, which have been planted with grass (Appendix B, Photo 41). The fields border Devil's Racetrack Road. Dense woods border the fields approximately 100 yards back from the road (Appendix B, Photo 42). Other trees are interspersed throughout the former field closer to the road. Widely-spaced modest homes, most from the early to mid-twentieth century, and agricultural support and storage structures are sited along the adjoining sections of Devil's Racetrack Road/State Road 1009.

The Battle of Bentonville took place on March 19–21, 1865, in the waning days of the Civil War. Union troops under Gen. Sherman were encountering little resistance from the beleaguered Confederate forces commanded by Gen. Johnston as they slashed their way through the Carolinas. Johnston determined that an all-out effort against one wing of Sherman's army was necessary to prevent his further advance toward Virginia where he could unite with Union Commander Ulysses S. Grant. While he assembled as many troops as he could muster, Johnston ordered Lt. Gen. William J. Hardee to slow Sherman's left wing, under Gen. H.W. Slocum, at Averasboro. Hardee succeeded in slowing the advance for two days, during which time Johnston prepared his defensive works on Cole's Plantation, south of the village of Bentonville. Sherman's forces were not expecting a Confederate offensive as his left wing under Gen. Slocum approached Bentonville. Johnston's first sortie nearly succeeded in routing the Union left; however, Gen. James Morgan launched an attack on the Confederate left flank, disrupting the Confederate columns and allowing Slocum to establish a new position. The second assault on the Union line was less successful, and Johnston withdrew his troops to their defensive works at the end of the day. He hoped to draw Sherman into an attack the next day, but Sherman instead probed the Confederate right in an effort to turn his flank, while moving his right wing in support of the left. Johnston's line held until the 21st, when Gen. Joseph Mower's division stumbled onto the Confederate rear at Bentonville, threatening to cut off the only route of retreat across Mill Creek Bridge. Johnston quickly organized a withdrawal across Mill Creek and up Devils Racetrack Road toward Smithfield. Too weak to launch another offensive or to break through the Union lines to aid Lee's Army of Virginia at Petersburg, Johnston's remaining forces maneuvered about North Carolina until Lee's surrender four weeks later. Bentonville was the largest battle of the war in North Carolina with a total of 90,000 combatants, and was the last major battle between Sherman and Johnston. It also represented the last best effort of the Confederacy to continue its fight (Goode et al. 1994).

NRHP Assessment: The Bentonville Battlefield was listed as a NHL in 1996 and is currently managed as the Bentonville Battlefield State Historic Site. A review of the conditions at the battlefield in 2010 noted that land use has changed little since the Civil War, although development pressure has increased in recent years. Over 1,200 acres are currently protected, a result of its status as a top priority battlefield in the 1993 Civil War Sites Advisory Commission Study (NPS 2010). The existing NHL boundary is approximately 6.1 miles southeast of the Project corridor and does not fall within the Project APE. The PotNR boundary extends north of the existing NHL boundary along Devils Racetrack Road (State Route 1009) to a point about 1.5 miles southeast of its intersection with U.S. 701. The current Project corridor crosses the northern end of the PotNR boundary near its intersection with Stewart Road. Although no major action took place in this area, the open farmland and road network from the Civil War era is intact, and conveys the nature of the terrain over which Johnston's forces retreated after the battle (see Appendix B, Photo 42). During the initial survey of the route, Sanbeck et al. (2016) recommended that the portion of the Bentonville Battlefield PotNR boundaries through which the APE crosses retains integrity and historic significance. ERM concurs with that assessment and recommends that the PotNR boundary is eligible for the NRHP under Criterion A (Figure 11).

Assessment of Effects: The proposed Project will cross Devil's Racetrack Road approximately 0.24 miles south of the road's intersection with Stewart Road, utilizing a conventional bore to pass beneath the road. The corridor will cross agricultural fields on both sides of the road within the linear projection of the PotNR boundary, with tree cuts in the woods just beyond the resource. The overall landscape, characterized by large fields bounded by woods, has been noted as retaining similar patterns of use since the Civil War period of significance. The surrounding area reflects typical rural change in the intervening period, including the construction of homes and farms along the road, and the update of the road itself with modern paving. Although the Project corridor would be visible from a limited vantage point, this setting change is within a peripheral portion of the resource, and is one among many modern elements in and around the resource. The construction of the Project would not constitute a major alteration to the overall landscape, and it would not result in a loss of integrity or compromise the resource's ability to convey its relationship to the action at the Bentonville Battlefield. Therefore ERM recommends the Project would result in no adverse effect to this resource.

JT1860 (Smithfield Fire Lookout Tower)

The Smithfield Fire Lookout Tower is located on the west side of Firetower Road, approximately 2 miles southeast of the town of Selma in Johnston County. There are modest homes on the east side of the road, most from the mid-twentieth century, with large yards and woods to the east. To the southwest of the resource there is a large agricultural field ringed by trees. Immediately to the north, northwest, and west, the area has been recently logged, with a screen of trees remaining at the west side of the road. The area to the east of the tapered steel lattice lookout tower has been cleared and is covered with grasses and vegetation, with a row of mature coniferous and deciduous trees on its west and south sides, and also some trees remaining on its north side (Appendix B, Photo 43). The resource is adjacent to the east side of the Project corridor (Appendix A, Sheet 21).

Constructed in 1951 to serve the North Carolina Division of Forest Resources' Smithfield-Selma-Pine Level area, the Smithfield Fire Lookout Tower rises to a height of 120 feet (Barr 2013). Its four steel legs are mounted in the ground with ten runs of open metal stairs in the center of the tower that lead up to an observation box with metal siding (Appendix B, Photo 44).

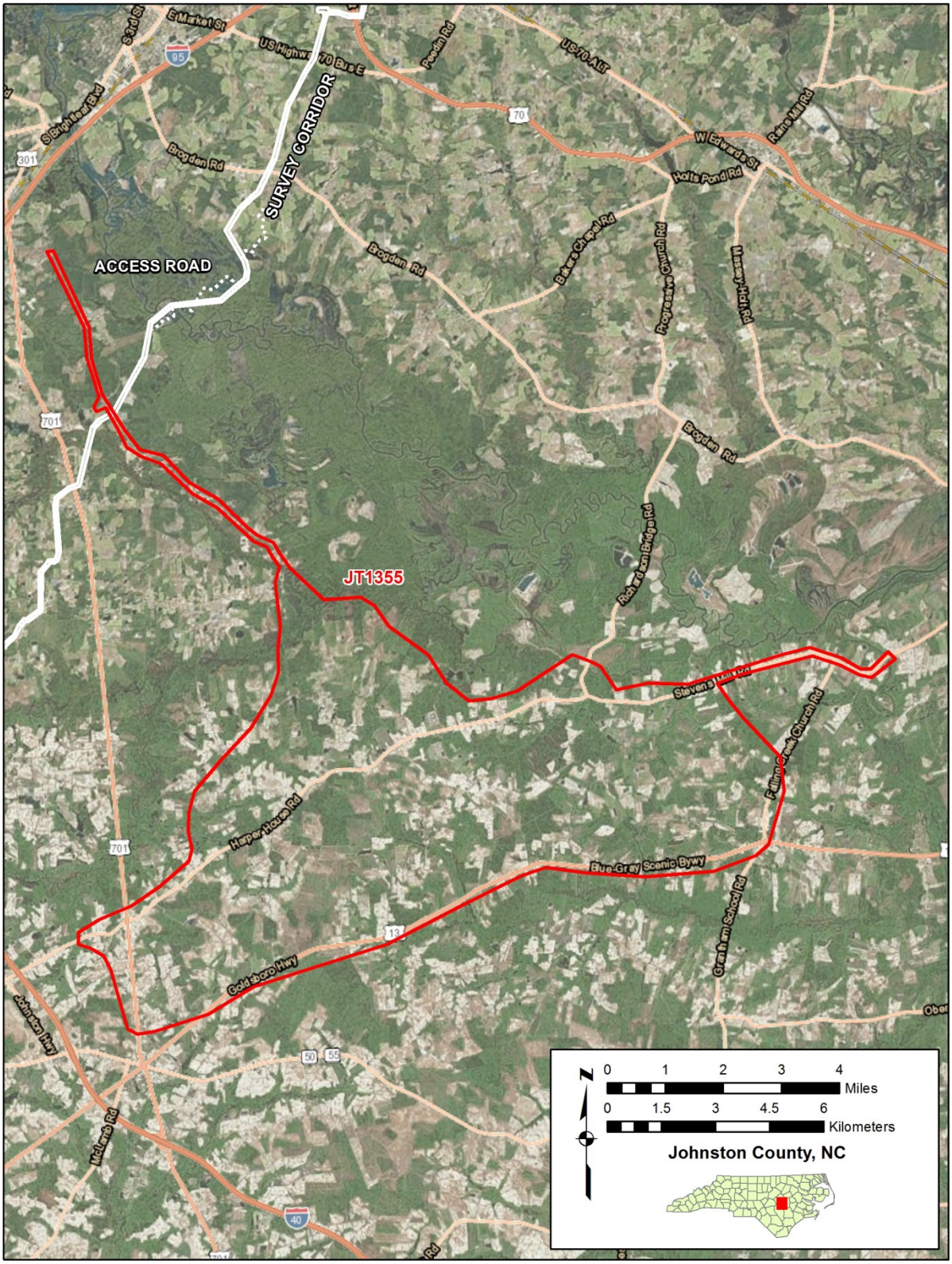

Figure 11. JT1355, proposed NRHP boundary and relationship to Project.

The observation box has a hipped metal roof with a round object, possibly part of an antenna, at the top. There is a metal-framed window with eighteen lights on each of the four sides, although only some of the glazing remains today (Appendix B, Photo 45). Overall the tower is in fair condition with oxidation of the steel elements and panes of glass missing from the windows.

Adjacent to the south side of the tower is a circa 1950 one-story shed that has a gabled asphalt shingle roof with exposed rafters (Appendix B, Photo 46). The walls are of concrete masonry construction; the material at its gable ends was not visible from the road. The structure appears to be in poor condition. West of the tower is a second structure (Appendix B, Photo 47). The view was partially obscured from the road, and it appears to be a circa 1960 equipment shelter/machine shed with a front-gabled, asphalt shingle roof. It is also in poor condition.

According to a deed in the Johnston County Register of Deeds office, the approximately one-acre tract of land on which the tower is located was acquired by the North Carolina Department of Conservation and Development (NCDCD) in 1954 from William B. and Mary P. Oliver. The state may have leased the land for the three years prior to that date. The structural steel members of the tower were fabricated by the Aeromotor Company of Chicago, which supplied the materials for many of the state's lookout towers (Van Dolsen 1999; Waymarking.com 2007). The original steel supports remain in place and nearly the entire open staircase, rising to the enclosed, quadrangular observation box, is intact. Also fabricated of steel, the observation box retains its pyramidal metal roof and its 18-pane window muntins on each side. Flooring appears to be intact; but as access to the observation box was not possible during the current survey, its condition is unknown. Associated with this property and related to the lookout tower complex are a one-story, three-bay machine shed and a small, gabled outbuilding, as well as a side-gable building that was not visible at the time of survey.

The construction of fire towers by the state for the protection of rural forests grew out of the conservation movement of the early twentieth century, as well as the desire to protect the economic interest of the timber industry, which had become a major component of the state's economy by the 1920s. The effort was part of a national trend toward the development of government administration to codify methods of fire prevention and suppression to support the state's economic resources. The state legislature created the position of State Forester in 1915, and in 1921 passed an act to create a statewide system of forest protection organized by county. In 1925, the NCDCD was established to administer the program. The NCDCD had begun constructing fire towers by 1927, and in 1936 reported that 71 towers had been constructed throughout the state. The National Park Service and U.S. Forest Service also constructed towers to protect federally-owned forest land (McCormick 1936; Van Dolsen 1999). The tower operators used an alidade to determine the location of fires and reported by radio to the local fire warden, who would then dispatch a local fire department to fight the fire (Van Dolsen 1999). The last state fire lookout towers were constructed in the late 1960s and by the 1990s, the Division of Forestry Resources had begun to abandon the use of fire towers.

NRHP Assessment: North Carolina's fire towers represent a significant period in the history of the close relationship between public resource conservation and the state's timber industry. The Smithfield Fire Tower played a significant role in local conservation and fire prevention in the second half of the twentieth century. Therefore ERM recommends that JT1860 is eligible for the NRHP under Criterion A (Figure 12). The vernacular structure is typical of the period, and although not distinctive, it has become less common as fire towers have fallen out of use and many have deteriorated or have been demolished. Although its finishes are weathered, the tower retains many of its original features, and its setting is well-preserved. It is an intact

Figure 12. JT1860, proposed NRHP boundary and relationship to Project.

example of an engineering structure that has served as a local landmark visible from afar, connected to an important aspect of the area's history in the twentieth century. The historic research carried out for this Project did not identify any significant historic persons associated with the resource, therefore the resource is not recommended eligible for the NRHP under Criterion B. The interior could not be accessed, so it is not possible to evaluate the integrity of the resource relative to Criterion C.

Assessment of Effects: The proposed Project would not have a direct effect on the resource. The Project corridor will pass through the agricultural field and a recently-logged area (shown as forested in Figure 12) on the west side of the resource, before cutting through a row of trees approximately 0.1 miles to the northwest. As this area has been logged, the indirect effect to the resource's viewshed as perceived from ground-level will be minimal. Due to the tower's height, the corridor will be visible from its observation room for some distance where it cuts through forested tracts. However, the tower's observation room has not been in use since the 1990s, and would not provide an on-going vantage point from which the resource's setting could be perceived. In terms of the overall setting encompassed by the viewshed of the fire tower, the proposed Project would be one modern element among many already present, and would not constitute a significant change in the landscape as a whole, nor in the resource's rural/agricultural setting and feeling. Therefore, ERM recommends that there would be no adverse effect to this resource.

JT1920 (Stevens Sausage Company Homeplace/Office)

The resource is located on the east side of Stevens Sausage Road at a shallow bend in the road, adjacent on its southwest side to the Stevens Sausage Company, Inc. The surrounding terrain is relatively level, and is predominantly used as large agricultural fields bordered by stands of woods; at the time of survey, the field to the north was planted in corn, and there was a crop of tobacco in the one on the opposite side of Stevens Sausage Road. Modest homes and farms, mostly from the mid-twentieth century, are widely spaced along the road. The property is approximately 0.15 miles northwest of the proposed Project, and it includes a dwelling, a log cabin, and three agricultural accessory structures (Appendix A, Sheet 22).

The dwelling is located on a 15.5-acre tract that, according to tradition, had been in the family since 1742. The tract was part of a larger 35.5-acre parcel acquired by Needham Sloan (N. S.) Stevens from his father in 1924. Stevens's father, N. B. Stevens, reserved life estate in the property. According to tax records, the house on the property was constructed in 1945. It was soon after that N. S. Stevens, who had been a tobacco and corn farmer, began to sell sausages around eastern North Carolina. The sausage was based on a family recipe that was used to preserve pork meat from the fall slaughter that took place on farms in the rural South.

N. S. Stevens formed the Stevens Sausage Company in 1948 and gradually expanded his operations to include hot dogs, red hots, and country ham. Stevens's son, N.S. Stevens, Jr., began working for his father after returning from military service in the Korean War. He married Carolyn Harris in 1953. He gradually took over operations of the company from his father and all three of his sons worked in the business. The processing and packing plant (JT1921) are located adjacent to the house and were constructed in 1957. In a company brochure, a sketch of the house is identified as the "Old Stevens' homeplace now an office for the Stevens Sausage Company." Another house across the road, constructed in 1961, was the most recent home of N. S. Stevens, Jr., who died in 2013. The younger Stevens was a charter member of the Greater Smithfield Area Chamber of Commerce and his company's community involvement

won it recognition by the Johnston County Farm-City Week Committee as a key local agri-business (Shestak 2013; Stevens Sausage Company n.d.).

The 1945 one-story gabled Z-plan vernacular dwelling that became the office for the Stevens Sausage Company has a side-gabled section oriented toward the adjacent sausage factory facility and its parking lot, with a cross-gabled center section on its southeast side, and a side-gabled ell extending from its southeast façade. A row of trees separates it from the agricultural field on its southeast side. The dwelling has a brick foundation, an internal brick chimney at the roof ridgeline in the section closest to the parking lot, and an end chimney also of brick at the ell. It is clad with vinyl siding, and it has an asphalt shingle roof with a louvered vent at the gable end (Appendix B, Photo 48). The section closest to the parking lot has a façade gable above its partial-width raised porch at the southwest façade. The porch has a brick foundation and a centered run of steps, and a hipped asphalt-shingled roof carried on turned wood posts with decorative brackets. The railing panels between the posts and at the steps have turned wood balusters. The entrance from the porch has a wood door covered by a storm door with a central glazed panel, and it is centered between a pair of six-over-six vinyl windows, each of which is flanked by vinyl shutters. The dwelling's additional windows feature similar units. The dwelling is in overall good condition. To the east of the dwelling, adjacent to an agricultural field in the rear, is a circa 1940–1950s side-gabled accessory structure. Its vinyl siding and asphalt shingle roof appear to be of the same age and condition as the dwelling's (Appendix B, Photo 49). It is located approximately 200 feet from the road, and its foundation is not clearly visible but appears to be similar to the dwelling's brick foundation; the composition of the two steps at its door could not be determined from the road. Its entrance is sheltered by an overhang supported by brackets, and clad with a ribbed metal panel. The structure has a paneled wood door, and a six-over-six window at its southwest façade, partially covered by an aluminum awning. It is in good condition. To the northeast of the accessory structure is a log cabin (Appendix B, Photo 50). No structure is shown in this location on historic maps, and the cabin may have been relocated from another location. It is approximately 250 feet east-southeast of the road, and other buildings and landscape materials limit views of it. It is clad with horizontally-oriented rough wood siding, and it appears to have a brick foundation similar to those of the dwelling and the accessory structure, with a brick exterior end chimney at its northwest façade that has an arched cap. It has a shed extension of a portion of its steeply-pitched asphalt shingle roof, carried on two square wood posts, which forms a partial-width raised porch that shelters an entrance at the southwest façade. Its steps and porch floor are not clearly visible from the road but appear to be of wood construction. The entry door's composition could not be discerned from the road. There are six-over-six double-hung windows with wood sash on either side of the porch. It appears to be in good condition.

On the northwest side of the cabin there is a circa 1950–1960s one-story end-gabled structure that may have served as a support building in some capacity for the sausage production facility to the south. It is approximately 200 feet east of the road. Its raised brick foundation appears to be similar to that of the dwelling, with similar vinyl siding (Appendix B, Photo 51). It has one-over-one double-hung windows with pairs of vinyl shutters, a weathered standing seam metal roof, and an octagonal louvered vent at the northwest gable end. An aluminum awning shelters the off-center door at the northwest façade, which is accessed by a run of steps with plain, widely-spaced balusters in its railing panels. This structure is in good condition. Located to the north is a tall gabled structure that resembles a tobacco packhouse (Appendix B, Photo 52). It has a one-story shed-roofed wing on its southwest façade. It is also located some distance from the road, and appears to have a brick foundation similar to the other structures on this property.

It is clad with vinyl siding and has a standing seam metal roof that does not appear to be original. No fenestration is visible from the road. The structure appears to be in good condition.

NRHP Assessment: The Stevens Sausage Company office, formerly the N.S. Stevens homeplace is closely associated with N.S. Stevens, Jr., son of the founder of the company, Needham Sloan Stevens. The resource's association with the adjacent Stevens Sausage Company illustrates the growth of the business through four generations of the family. As one of several meat processing facilities in the Smithfield area, it was part of an important local industry. ERM recommends that JT1920 is eligible for the NRHP under Criterion A as a representative component of the Stevens Sausage Company complex that served as a residence for the founder's family and as an office for the growing company (Figure 13). Although Stevens was a successful businessman and was active in community service, he did not make contributions in the fields of business or politics that would rise to the level of significance that would make the property eligible under Criterion B. The circa 1940s dwelling and the two accessory structures are vernacular and their type and materials are common in surrounding area. Furthermore, they display changes that have affected their integrity of materials and design. The tobacco barn or packhouse appears to have been altered, and the log cabin has been relocated to this site, resulting in a loss of integrity of feeling and setting. The resource is not considered eligible for the NRHP under Criterion C.

Assessment of Effects: The proposed Project would not have a direct effect on the resource. The row of trees at the south side of the dwelling partially screens its view of the proposed pipeline corridor, part of which passes through an agricultural field and will not require removal of trees. Where the pipeline right-of-way enters a stand of woods approximately 0.15 miles to the southeast of the resource, the angle of the proposed alignment relative to the edge of the tree line and the direction of vantage points from the resource would mean that change to the viewshed would be minimal. The easternmost structure of the neighboring Stevens Sausage Company Plant interrupts the view toward the corridor's tree cut to the south-southwest. For these reasons, the construction of the corridor is not expected to significantly impact the resource's overall setting, and ERM recommends that it would result in no adverse effect.

JT1926

The resource noted to be at 2932 U.S. Highway 701 in Four Oaks is approximately 0.35 miles east of the road, and it is located less than 0.05 miles west of the proposed Project. The terrain is relatively level, sloping gradually to the swampland bordering Hannah Creek approximately 0.4 miles to the east. The area immediately to the east of the resource has been cleared and is used for agriculture, with stands of woods to the north, west, and south. It is accessed from U.S. 701 by a packed-dirt road that crosses an agricultural field. There is a stand of woods between the highway and the resource that screens it from view (Appendix A, Sheet 23).

This resource was originally recorded as a ca. 1950 house in the *Revised Architectural Reconnaissance Survey* for this Project, submitted by Dovetail Cultural Resources Group in April 2016 (Sandbeck et al. 2016), but that survey team was unable to make a recommendation of NRHP eligibility. To date, permission has not been obtained to access this property for purposes of NRHP evaluation. ERM surveyors made a second attempt to assess the resource from the road in January 2017 after leaf-fall; however, the property was still not adequately accessible and the resource could not be recorded (Voisin George et al. 2017). In aerial images, a T-plan gabled dwelling with mature trees on its east and west sides is visible, as well as four gabled accessory structures. Vehicles visible near the dwelling suggest that it is occupied.

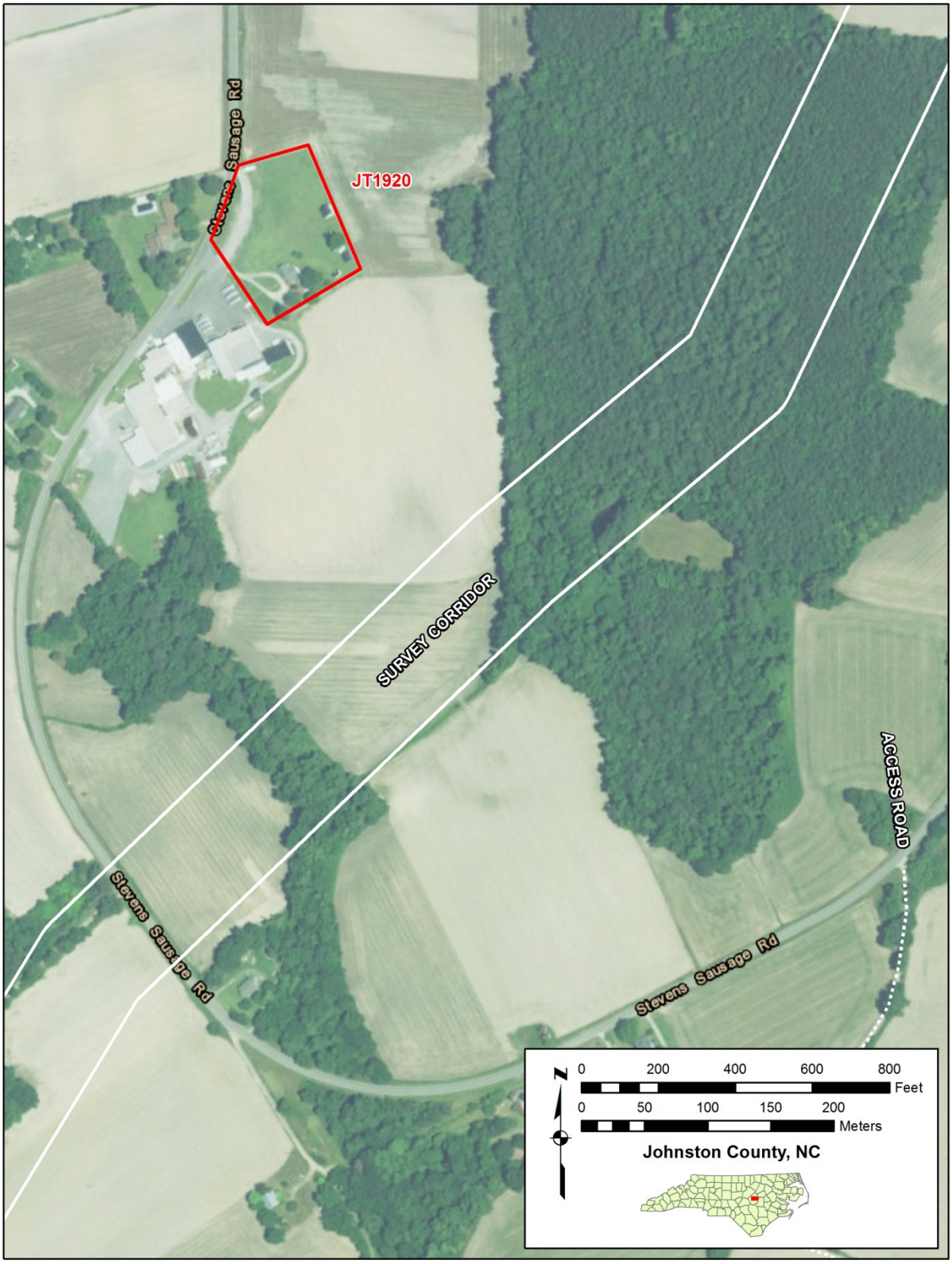

Figure 13. JT1920, proposed NRHP boundary and relationship to Project.

NRHP Assessment: As the resource is not visible from the road, in accordance with guidance from the NC HPO, it is ERM's recommendation that the resource be treated for Project purposes as if it is eligible for the NRHP until an assessment and determination of eligibility can be conducted (Figure 14).

Assessment of Effects: The proposed Project will cross the northwestern corner of the property, but it would not have a direct effect on the resource's structures. Due west of the dwelling, the Project corridor would be partially screened by the trees that will remain along the edge of the permanent, maintained right-of-way. The dwelling's view of corridor's tree cut into the stand of woods north of the Project's intersection with the property's northwest corner would be somewhat obscured by the mature trees on the dwelling's west side. This tree cut may be more visible from the northernmost gabled accessory structure, but the remaining trees in the background would minimize the appearance of the tree cut. Furthermore, the view of the pipeline corridor would not constitute a significant change to the resource's overall landscape. It is ERM's recommendation that the proposed undertaking would not create an adverse effect to the resource.

JT1936

The resource at 592 New Hope Road/State Road 1147 in Four Oaks is approximately 0.175 miles west of the road, and it is located approximately 0.1 miles west of the proposed Project (Appendix A, Sheet 24). The terrain slopes gently to the west, with a hollow to the northwest draining toward Whiteoak Branch approximately 0.3 miles west of the resource. Two groups of structures border a stand of trees at the western edge of a large agricultural field. It is separated from another large field to the south by a packed-dirt road from New Hope Road that provides access to the structures. Woods border the fields to the north and west. The stand of woods adjacent to the structures obscures a northerly group of structures that are not visible from the public road; a southerly structure is partially visible.

This resource was originally recorded as a ca. 1930 house in the *Revised Architectural Reconnaissance Survey* for this Project, submitted by Dovetail Cultural Resources Group in April 2016 (Sandbeck et al. 2016), but that survey team was unable to make a recommendation of its NRHP eligibility. To date, permission has not been obtained to access this property for purposes of NRHP evaluation. ERM surveyors made a second attempt to assess the resource from the road in January 2017 after leaf-fall; however, the property was still not adequately accessible and the resource could not be recorded (Voisin George et al. 2017). Aerial images show a gabled structure and two small storage/accessory structures. The southerly structure appears to be a circa 1980–1990s modular home, and it is of similar form and has a similar roof to the northerly gabled structure. Neither of these structures appears on historic maps.

NRHP Assessment: As the resource is not visible from the road, in accordance with guidance from the NC HPO, it is ERM's recommendation that the resource be treated for Project purposes as if it is eligible for the NRHP until an assessment and determination of eligibility can be conducted (Figure 15).

Assessment of Effects: The proposed Project would not have a direct effect on the resource. The Project corridor parallels the northwest side of New Hope Road/State Road 1147 at the edge of an agricultural field to the south and southwest of the structures, and it turns to the north in the agricultural field to the east of the structures comprising JT1936. The corridor's tree cut as it enters a stand of woods to the southwest would be minimally visible from the southerly

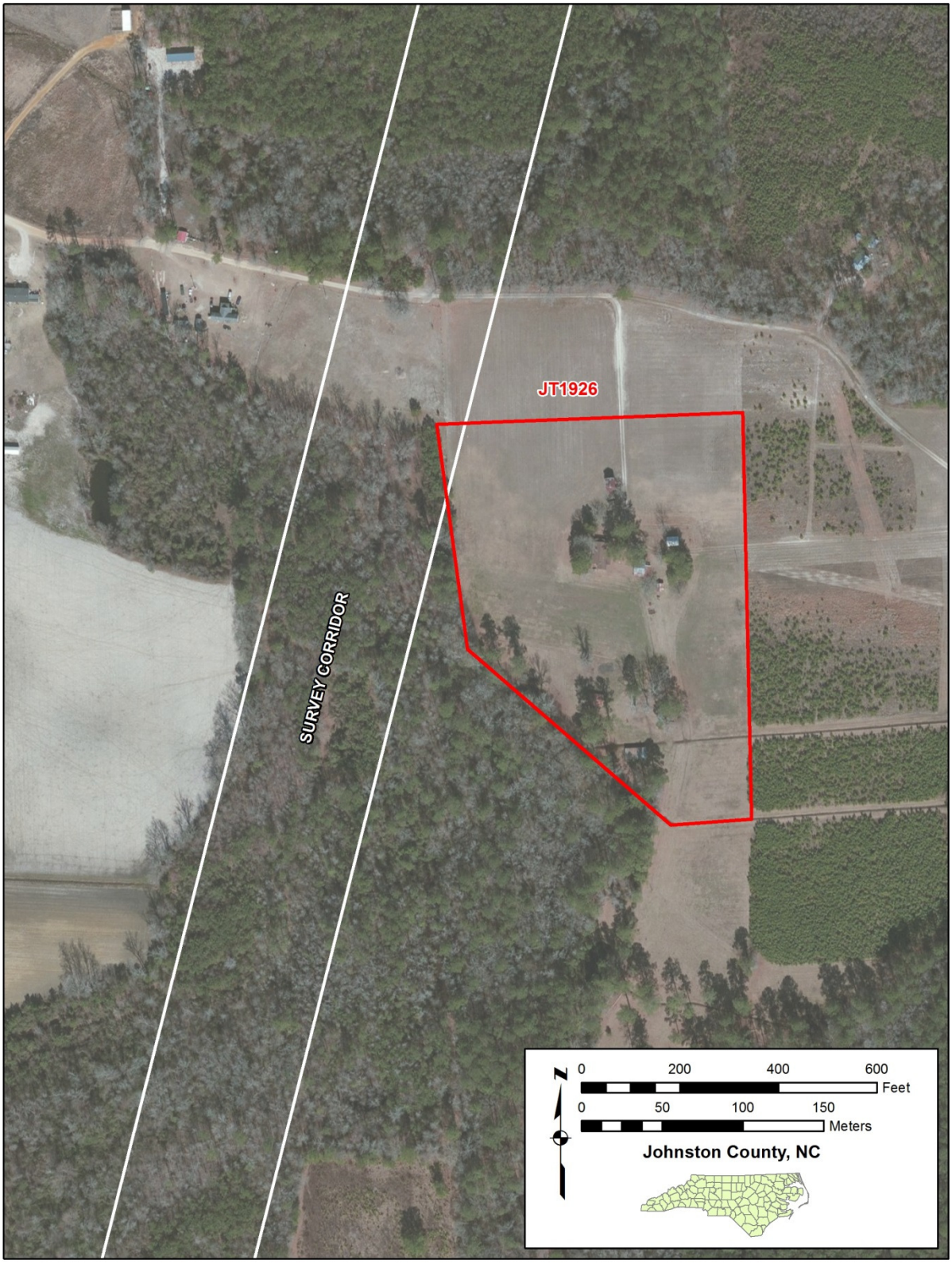

Figure 14. JT1926, proposed NRHP boundary and relationship to Project.

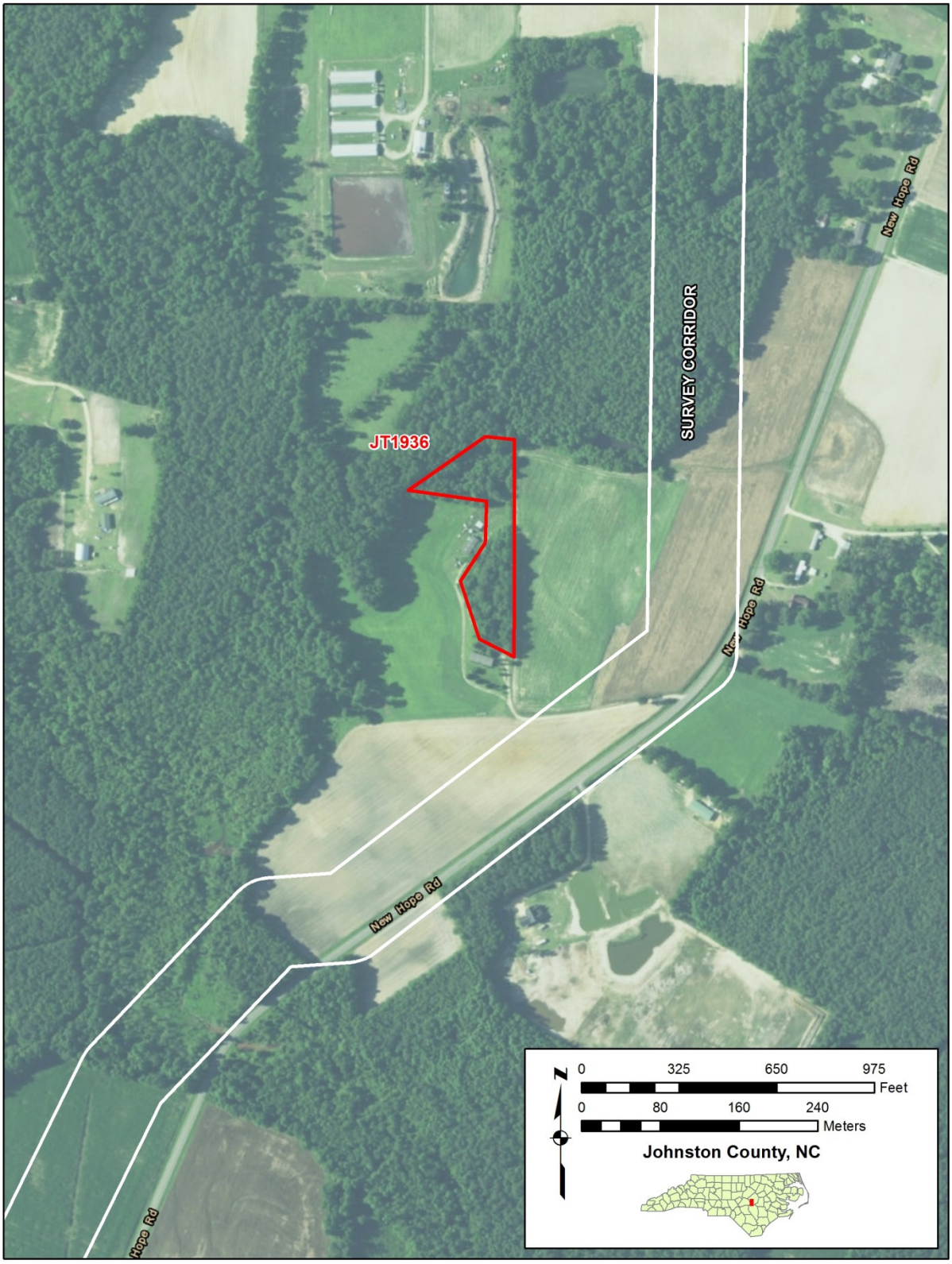

Figure 15. JT1936, proposed NRHP boundary and relationship to Project.

structure, but the views from the northerly structure will be screened by trees surrounding it. The tree cut for the portion of the Project corridor east-northeast of the resource would be screened by intervening tree cover. The majority of the proposed Project corridor in the vicinity of the resource would cross open fields, and would not be visible. In sum, construction of the pipeline would not result in a significant change to overall landscape pattern in the resource's vicinity, and it is ERM's recommendation that it would not have an adverse effect on the resource.

JT1951

A sign at 8828 NC-50 southeast of Benson states that the resource is part of the Lee Brothers Farm. The proposed Project crosses an agricultural field immediately to the north of a group of buildings associated with JT1951 (Appendix A, Sheet 25). The gentle slope of the terrain to the northeast becomes steeper to the southwest of the resource, descending toward Mill Creek approximately 0.4 miles to the southwest. The buildings are located approximately 0.3 miles south-southwest of NC-50, and are accessed by a private dirt and chip road.

A survey of the resource was attempted for the *Revised Architectural Reconnaissance Survey* for this Project, submitted by Dovetail Cultural Resources Group in April 2016 (Sandbeck et al. 2016), but that survey team was unable to make a recommendation of its NRHP eligibility. To date, permission has not been obtained to access this property for purposes of NRHP evaluation. ERM surveyors made a second attempt to assess the resource from the road in January 2017 after leaf-fall; however, the property was still not adequately accessible and the resource could not be recorded (Voisin George et al. 2017). Aerial images show that the resource includes one gabled barn-like structure with a man-made pond on its south side (likely a waste lagoon associated with a hog barn managed as a concentrated animal feeding operation), and another cluster of buildings including three gabled structures, the longest of which may a chicken house, and two or three modular buildings east of a large (presumed) waste lagoon. The barn and the southernmost accessory structure appear on historic topographic maps.

NRHP Assessment: As the resource is not visible from the road, in accordance with guidance from the NC HPO, it is ERM's recommendation that the resource be treated for Project purposes as if it is eligible for the NRHP until an assessment and determination of eligibility can be conducted (Figure 16).

Assessment of Effects: The proposed Project would have a direct effect on the resource, traversing the northern portion of the property. Because the Project corridor crosses an agricultural field north of the northernmost barn, there would be no significant landscape changes within the resource itself. However, the corridor's tree cut at the stand of trees on the opposite side of NC-50 approximately 0.3 miles to the northeast would be visible from the barn in the center of the property, as will the tree cut into the stand of woods beyond the property approximately 0.13 miles to the west. These changes would not significantly alter the landscape of this working agricultural landscape, which already contains modern elements, such as the waste lagoons. For these reasons, ERM recommends that the Project would not create an adverse effect on the resource.

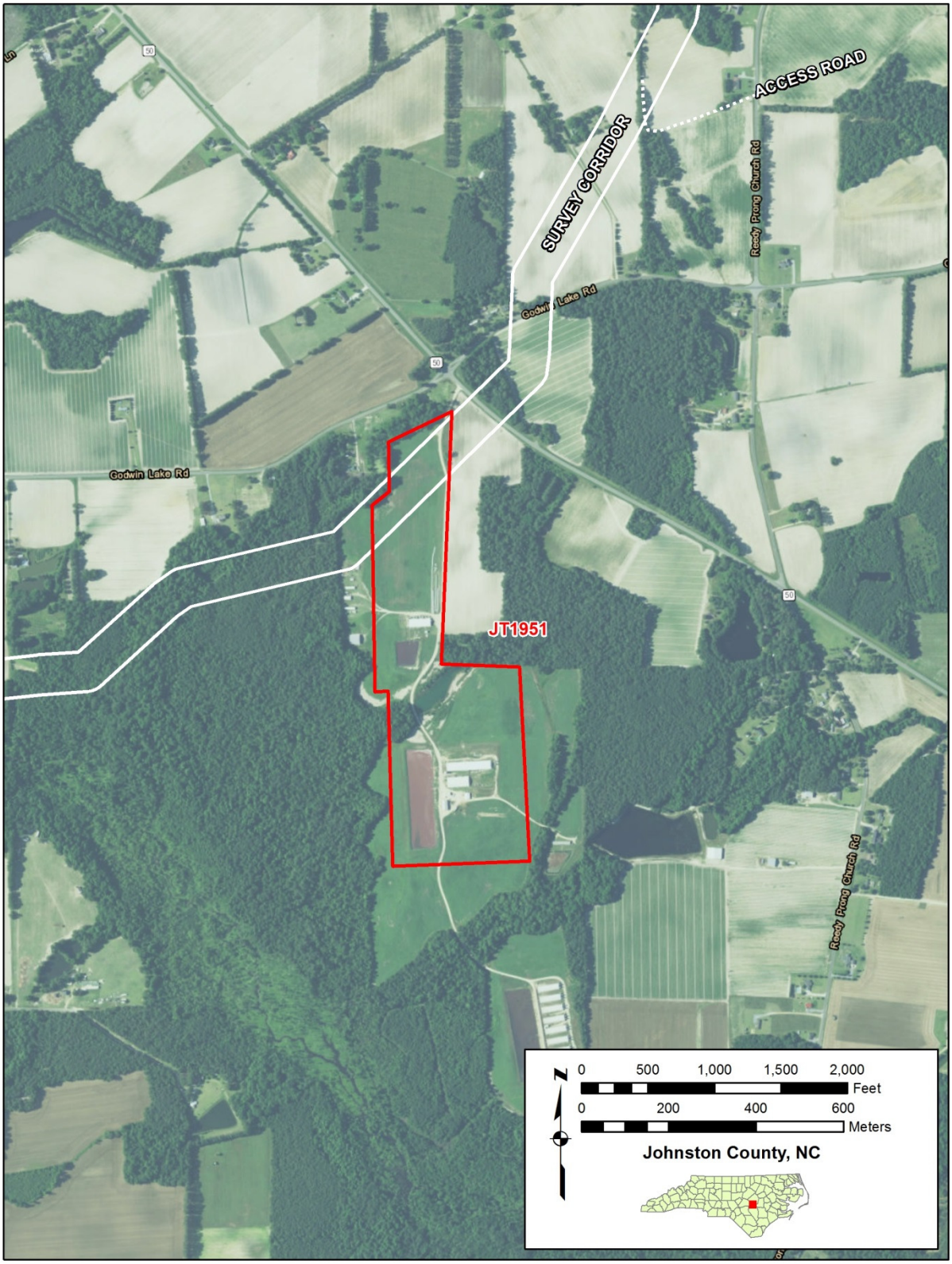

Figure 16. JT1951, proposed NRHP boundary and relationship to Project.

NASH COUNTY

NS0650 (May House)

The resource is located at 3499 Old Carriage Road in Red Oak, Nash County (Appendix A, Sheet 13). The dwelling is surrounded by trees in all directions with some residential developments to its northwest, and agricultural fields to the property's northeast, east, and southwest. A row of trees to its south serves as a divider and a windbreak between fields.

The dwelling is a two-and-one-half story Foursquare dwelling with Colonial Revival details built in ca. 1918 (Appendix B, Photo 53). The dwelling has a continuous, raised brick foundation, standing seam metal roof, and an internal brick chimney on either side of the hipped roof's ridge. It is clad with vinyl siding. The main façade faces west and is three bays wide with bilateral symmetry. Its main entrance is centered in the façade, and flanked by sidelights, with a single two-over-two double-hung vinyl replacement window on each side. Its wrap-around porch has a hipped roof and extends over the full front façade as well as the north and south façades, and is supported by slightly tapered square wood columns. The second story has three two-over-two vinyl windows, which align with the bays below them. The dwelling's roof is hipped with a façade gable dormer over the central bay; the dormer's window appears to be fixed.

The south façade is two bays wide with two two-over-two windows at the first and second stories (Appendix B, Photo 54). The east end of the porch has been enclosed as a screened porch. The porch also wraps around to the east façade and extends across approximately one-third of the rear of the dwelling, adjoining a single-story, hipped roof addition (Appendix B, Photo 55). Poured concrete steps provide access to a screened door into the porch at the east façade, and they are sheltered by a shed roof supported by a square wood post and a bracket. The addition also has a raised brick foundation, standing seam metal roof, and is clad with vinyl siding, with a single two-over-two window at the east façade. At the second story, there are three evenly spaced two-over-two windows. At the north façade, there are two evenly spaced two-over-two windows aligned at the first and second stories of the main portion of the house, and a single two-over-two window on the rear addition (Appendix B, Photo 56). The dwelling is in good condition.

Directly to the north of the dwelling is a propane tank; this borders the rear addition of the dwelling (Appendix B, Photo 57). North of the original portion of the house is a capped well. The well has a cylindrical steel wall, which is capped by a warped metal plate, weighted down by rubble.

North of the dwelling is a circa 1880–1890s one-and-one-half story, three bay vernacular cabin (Appendix B, Photo 58). The structure's sill plate rests on rough-cut stone piers, with a few (mostly dislodged) concrete blocks scattered around the foundation, as if formerly serving as additional supports. The walls have dovetailed joints at the corners, and are clad with weathered clapboard siding. None of the original doors or windows are extant and the framed openings are unfilled in the structure. The side-gabled roof is clad with deteriorated metal panels. The west bay was once a window with the central bay being a wide door. The eastern half of the structure was an addition with a door that has been partially boarded over. The east elevation has two bays, with a divided-light window partially covered by metal sheeting, and a central door opening that has been closed with wood siding over it (Appendix B, Photo 59). On the north elevation, a shed roof extending from the structure covers a single-bay addition and another entrance to the structure; the remnants of floor joists and a foundation stone suggest that this

was a partial-width porch which is no longer extant. The addition has a wood door on its east side and a window opening closed with a metal panel on its north side. The structure's north elevation on the west side of this addition has another door opening, partially closed with wood boards, and a window opening that retains a single six-over-six sash without glazing (Appendix B, Photo 60). On the west elevation, there is a central chimney of rough stone masonry and rubble, with a brick stack above its shoulders, which is partially covered with deteriorated stucco. In the window opening at the main floor on the north side of the chimney is a single six-over-six sash without glazing, with another small opening to a loft or attic space above it (Appendix B, Photo 61). The structure is dilapidated and in poor condition.

To the east-northeast of the dwelling is a circa 1900 one-story side-gabled summer kitchen (Appendix B, Photo 62). The structure has a continuous brick foundation, weatherboard siding, and a deteriorated metal roof; the siding members in the gable ends are wider than on the building's sides, and the siding may have been replaced. The summer kitchen has a central flush wood door with window openings on each side of it; however, no window sash elements are extant. There is no fenestration in north façade, which has detached from the rear support beam (Appendix B, Photo 63). The rear of the summer kitchen has two evenly spaced six-over-six windows. An opening at the south façade, which has been closed with boards, appears to have been the location of an exterior chimney (Appendix B, Photo 64). There is an interior brick chimney centered towards the rear of the structure. The structure's exterior finishes are deteriorated, and it is racked and in the early stage of collapse.

Directly to the southeast of the dwelling is a circa 1990s metal carport (Appendix B, Photo 65). It is a modern structure being a bay wide and four bays deep with a front facing gable roof. It is in good condition.

The ca. 1918 construction date for the house is derived from Nash County Tax Assessor's records. This date coincides with the purchase of a tract of land by Robert L. May that may have included the land on which the house is located. The land was identified as the "identical tract which Henryetta Lanier (now Collins) was granted life estate by her mother Nancy Griffin," but no acreage is given. May purchased the property from W.N. Drake and his wife, Lucy. May had previously purchased a 16.5-acre property on which he then lived from his mother, Francis C. May, and her heirs in 1909. She had received this property from the estate of her mother, Nancy C. Griffin. This 16.5-acre parcel was known as the Wiley Griffin homeplace. May was 45 years old in 1909 and already had a large family, including three children from a previous marriage and four children from his second wife, Lucy, whom he married in 1900 (a fifth child was born to Lucy in early 1910).

It is not clear from the records if NS0650 is located on the property on which May was living in 1909 or the one he purchased in 1918. In any case, it appears that there were already houses on the two properties. A map of the county dated 1918–19 (Wells and Brinkley 1919) shows a house just to the north of the main house at NS0650 that appears to correspond to the three-bay cabin located on the property (Figure 17). This building may be the Wiley Griffin homeplace or the house on the Francis May division of the Nancy Griffin estate in which R.L. May was living in 1909. No structure is shown in the location of the current house on the property, which would indicate that the house was not completed until sometime after 1918.

Robert L. May is listed as the owner of a farm through the 1940 census. In that year he was 76 years old and his house was valued at $5,000. May died in 1945 without a will. In December 1947, a division of the estate was made and a plat entered into the deed record (Figure 18).

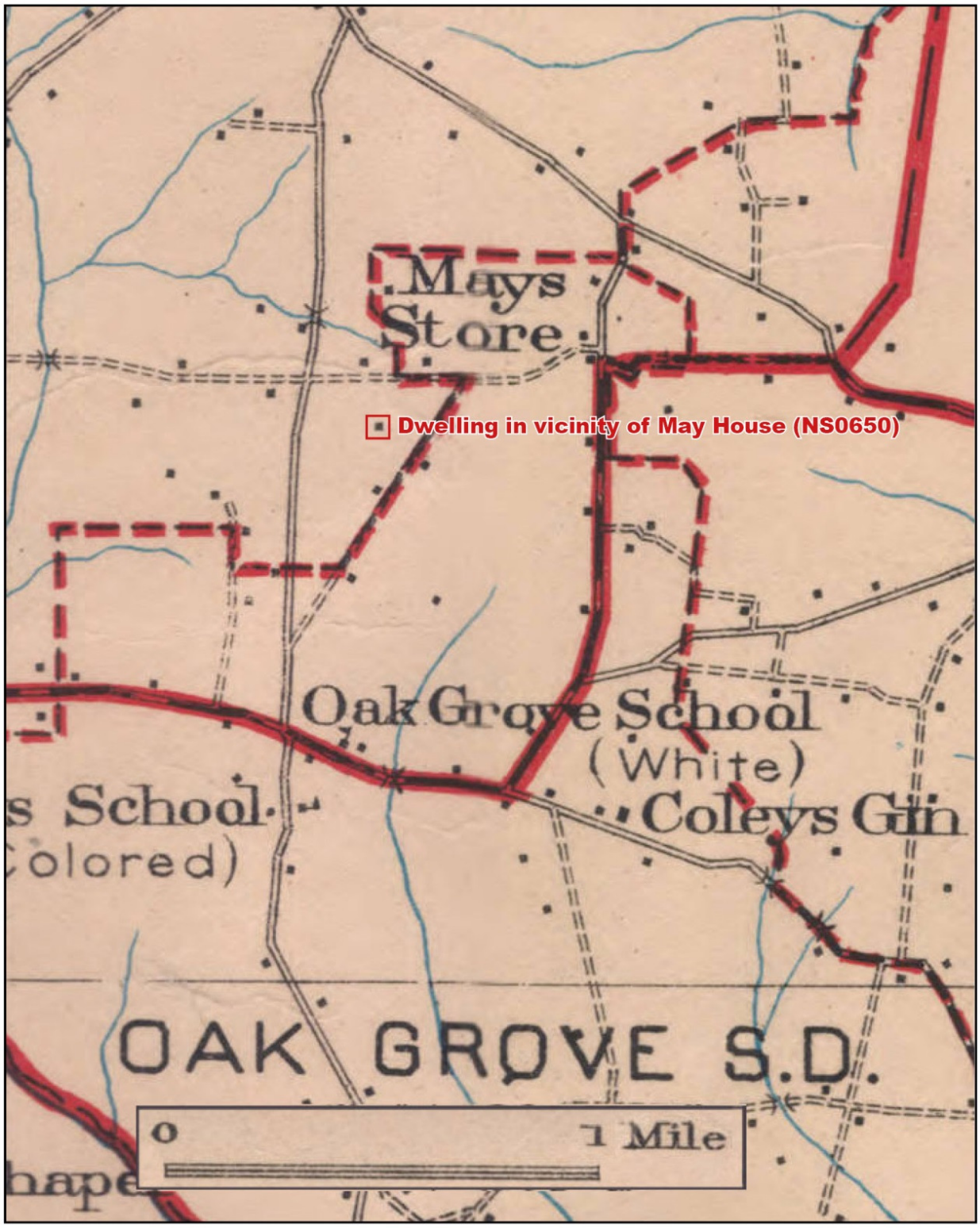

Figure 17. Map of Nash County in 1919 showing the house to the north of NS0650.

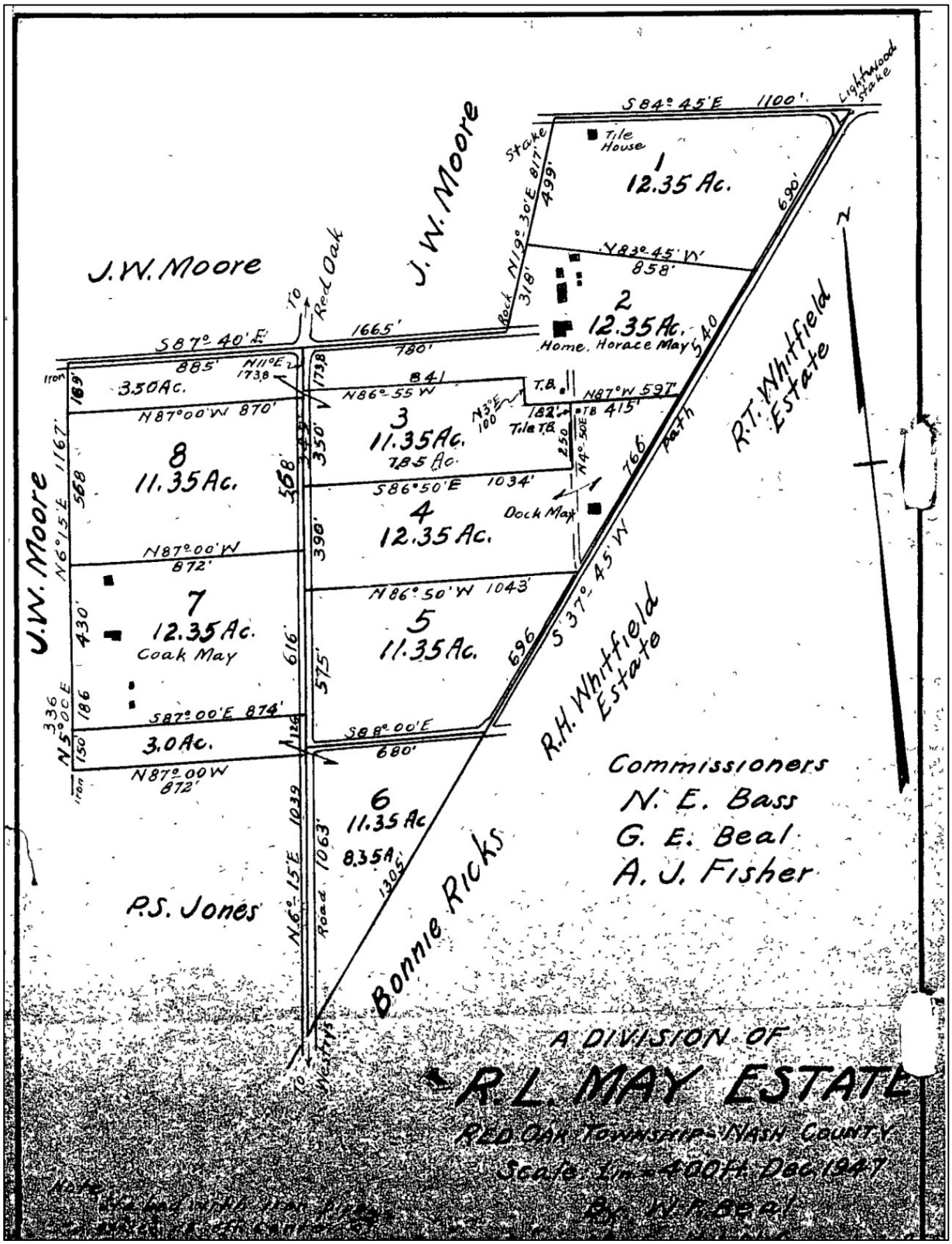

Figure 18. Division of the R.L. May estate showing the Horace May House.

Robert's son, Horace, received the 12.35-acre Division No. 2 that contained the house recorded as NS0650. He apparently already lived there since it was labeled "Home, Horace May." The property also contained six outbuildings, including a tobacco barn to the south. Two other residences were located on the former R.L. May estate, the Dock May House and the Coak May House. Aerial photos from the 1950s indicate that there were at least three large outbuildings to the north of the Horace May house and three smaller outbuildings to the south of the dwelling. At that time, the property was surrounded by farmland. In 1987, the heirs of Horace May conveyed the property to Bobbye J. May. Since that time, a portion of Division No. 3 of the R.L. May estate has been added to the property, bringing the total acreage of the property to 20.32 acres.

NRHP Assessment: The resource at NS0650 has been in the same family for nearly 100 years, and an extant earlier residence on the property, although greatly deteriorated, ties it to R.L. May's mother's family, the Griffins. The main house and the associated earlier residence are good examples of the evolution of a successful farm over time during the nineteenth and twentieth centuries. ERM recommends that NS0650 is eligible for the NRHP under Criterion A as it embodies the built environment of agricultural life in the region during that period (Figure 19). The May House is an outstanding example of the Foursquare form with Colonial Revival architecture, and it remains in good condition. Features typical of the style such as an accented front door, façade symmetry, and double-hung windows, are all present. However, since the interior was not accessible for survey, it was not possible to fully evaluate the resource's architectural integrity relative to Criterion C. Historical research did not indicate that the resource had any association with persons significant to history, and it is not recommended as eligible under Criterion B.

Assessment of Effects: The proposed Project would have a direct effect on the resource, traversing eastern portions of the property. Trees surrounding the dwelling will partially screen its view of the Project corridor, which will be located in the agricultural field on the east side of the resource, approximately 175 feet from the dwelling. Although no vegetation will need to be removed for construction in this area, pipeline markers would be visible, if not from the dwelling, then from certain vantage points on the property. Construction of the Project corridor also would result in a change in field patterns, but it is not expected to impact the resource's overall setting. Given the modest nature of changes to the setting of NS0650 as a result of the proposed undertaking, ERM recommends that the Project would pose no adverse effect to the resource.

ROBESON COUNTY

RB0678

The Project corridor crosses the northwest corner of resource RB0678's property, located at 1286 Veterans Road about 2.6 miles northwest of Saint Pauls, approximately 425 feet north-northwest of the dwelling (Appendix A, Sheet 38). The surrounding terrain is relatively level, with an agricultural field on the east and south sides of the domestic cluster, and another on the opposite side of Veterans Road to the southwest. The resource is bordered by woods on the north, northwest, northeast, and southeast sides, with the Mercer Branch of the Little Marsh Swamp approximately 0.2 miles to the northeast.

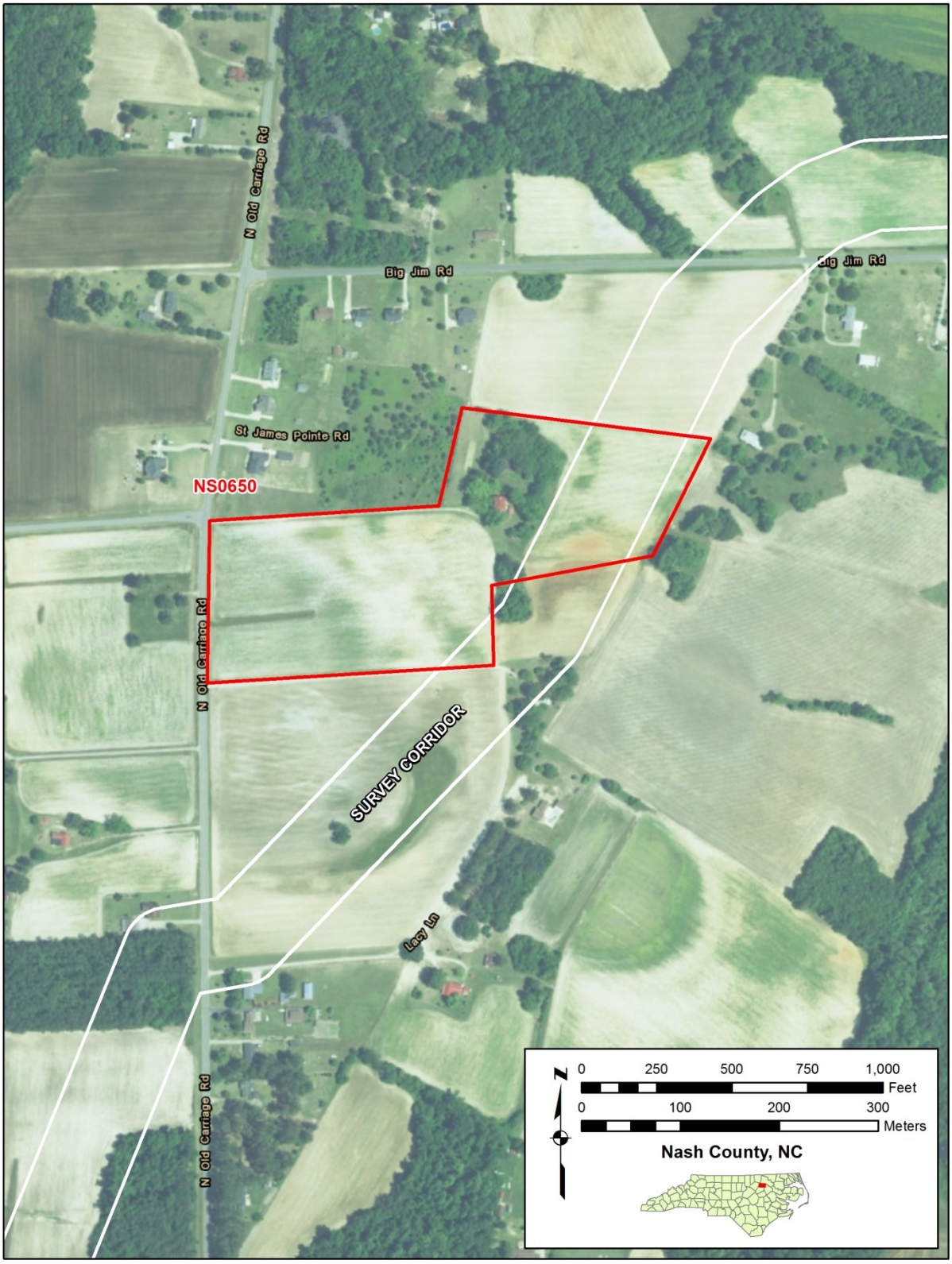

Figure 19. NS0650, proposed NRHP boundary and relationship to Project.

The resource is a ca. 1880–1890 two-story I-House with Classical Revival details; the two-story gabled porch with pierced balusters at the second floor may be a later addition (Appendix B, Photo 66). Aerial photos show a gabled rear wing that is not visible from the road. The house is clad with weathered clapboard siding. The foundation is not visible from the road as brush and piles of firewood obscure the view. The main block is bilaterally symmetrical and three bays wide, one bay deep. The porch's asphalt shingled roof projects to form a cross gable form at the center bay in the primary south façade. The dwelling's first story has three bays with the central one being the main entrance to the house. The porch which surrounds this bay has chamfered wood posts and it been enclosed with mesh screening and a metal-framed screen door on the first floor. Two six-over-six double-hung windows are placed on either side of the door. The second-story bays align with those of the first story. The center bay is a door that opens out onto a second-story open air porch, which also has chamfered posts and railing panels with pierced balusters between them. The roof above the porch has a wide cornice with cornice returns and a centered circular louvered vent at the gable end. Its exterior is weathered and it is in fair condition.

Five outbuildings are associated with the dwelling. To the northwest of the main house is a circa 1920–1940s one-story shed (Appendix B, Photo 67). It has a front facing gabled standing seam metal roof and is clad with clapboard siding. The outbuilding's entrance in the southeast façade has a centered wood door. Its exterior is weathered and it is also in fair condition. To the southwest of the dwelling is a circa 1980s tobacco barn with a ribbed metal roof, clad with metal panels (Appendix B, Photo 68). It is in fair to good condition. Two adjoining pole shelters are located to the east of the dwelling. The combined structure is two bays wide and six bays deep, and the southerly structure appears to have a shed-roofed addition on its east side (Appendix B, Photo 69). Its gabled corrugated metal roof is partially damaged, and supported by wood posts. The northernmost bay is enclosed with clapboard siding and has a door along the west side. It is in fair condition. To the northwest of the dwelling is a large circa 1990s agricultural/storage outbuilding (Appendix B, Photo 70). The structure is three bays wide and one bay deep, with a side-gabled metal roof. It is also clad with corrugated metal. The southwest façade has a single personnel door with two barn doors on an overhead track. The southeast façade has a personnel door. It is in good condition. East-northeast of the dwelling is a circa 1960s well house with a shed roof, and a shed-roof addition at its west side (Appendix B, Photo 71). The roofing material cannot be discerned from the road, and it is constructed of concrete masonry with a board and batten door. It is in fair to good condition.

Robeson County tax records give a date of 1892 for the construction of the dwelling house at R0678. At that time, the property belonged to Sidney Willoughby, who had purchased the land on which the house would be built from his brothers. His father, Wrial, had purchased 600 acres in several tracts on the north side of Great Marsh on the road leading from Lumberton to Fayetteville in 1874. Wrial Willoughby died in 1883 and his estate was apparently divided among his children. Sidney Willoughby purchased two of the parcels from his brothers totaling 238 acres. In 1893 he married Sallie Elizabeth Jessup and may have had the house built in order to start his new family. His first child was born in Robeson County, but by 1896, he had apparently moved to Houston County, Alabama where he worked in the turpentine business. In 1903, he sold the property to A.R. McEarchern, who sold it two years later to Marcus Smith for $1,650. A survey had determined that the property contained only 213 acres. Smith is listed as a farmer in census records. He mortgaged the land in 1925 and defaulted in 1930, but repurchased the property in 1934. Marcus Smith died in 1942 at age 83, and his only son, Edwin, died one year later. The land then passed to Edwin's daughter, Mary Smith Kinlaw.

When she died in 1989, her heirs sold 80 acres, including the house, to Roy Milton Fields, the current owner.

NRHP Assessment: The resource is a late nineteenth to early twentieth century farm located in a well-preserved setting that conveys its historical associations. Veterans Road represents the old route between Saint Pauls and Lumber Bridge that has since been rerouted to the southwest. The arrangement of the fields, farm roads and outbuildings around the house defines the activity areas of the farm within a rural setting largely unchanged during the last 100 years. The main dwelling at RB0678 is an outstanding example of the Early Classical Revival influence, remaining in good condition with the exception of the worn paint on the exterior clapboard. Features of the style such as a dominating entry porch reaching the same height as the structure's roof, windows aligned vertically and horizontally, and three bay width, are all represented. ERM recommends that RB0678 is eligible for the National Register under Criterion A for its embodiment of the built environment in agricultural life from the end of the nineteenth century into the twentieth century, (Figure 20). Because the interior could not be accessed, it was not possible to evaluate the resource under Criterion C. The historic research carried out for this Project did not identify any significant historic persons associated with the resource, so ERM recommends the resource as not eligible for the NRHP under Criterion B.

Assessment of Effects: Depending on the final alignment of the Project centerline, it is possible that the proposed Project would have a direct effect on the resource. No buildings would be removed, however. The majority of the Project corridor will pass the resource in the wooded area to the north and west, with the woods screening the resource's view except from particular vantage points. The corridor's tree cut will be visible where it intersects the property on the north side of the circa 1990s agricultural/storage building and the circa 1960s well house; most of the dwelling's view in this direction will be interrupted by these accessory buildings and some mature trees in the domestic cluster to the north of the dwelling. The change to the overall landscape, and to the resource's setting as representative of a successful late-nineteenth/early-twentieth century farm in this area, will not be significant. It is ERM's recommendation that the Project would not have an adverse effect on this resource.

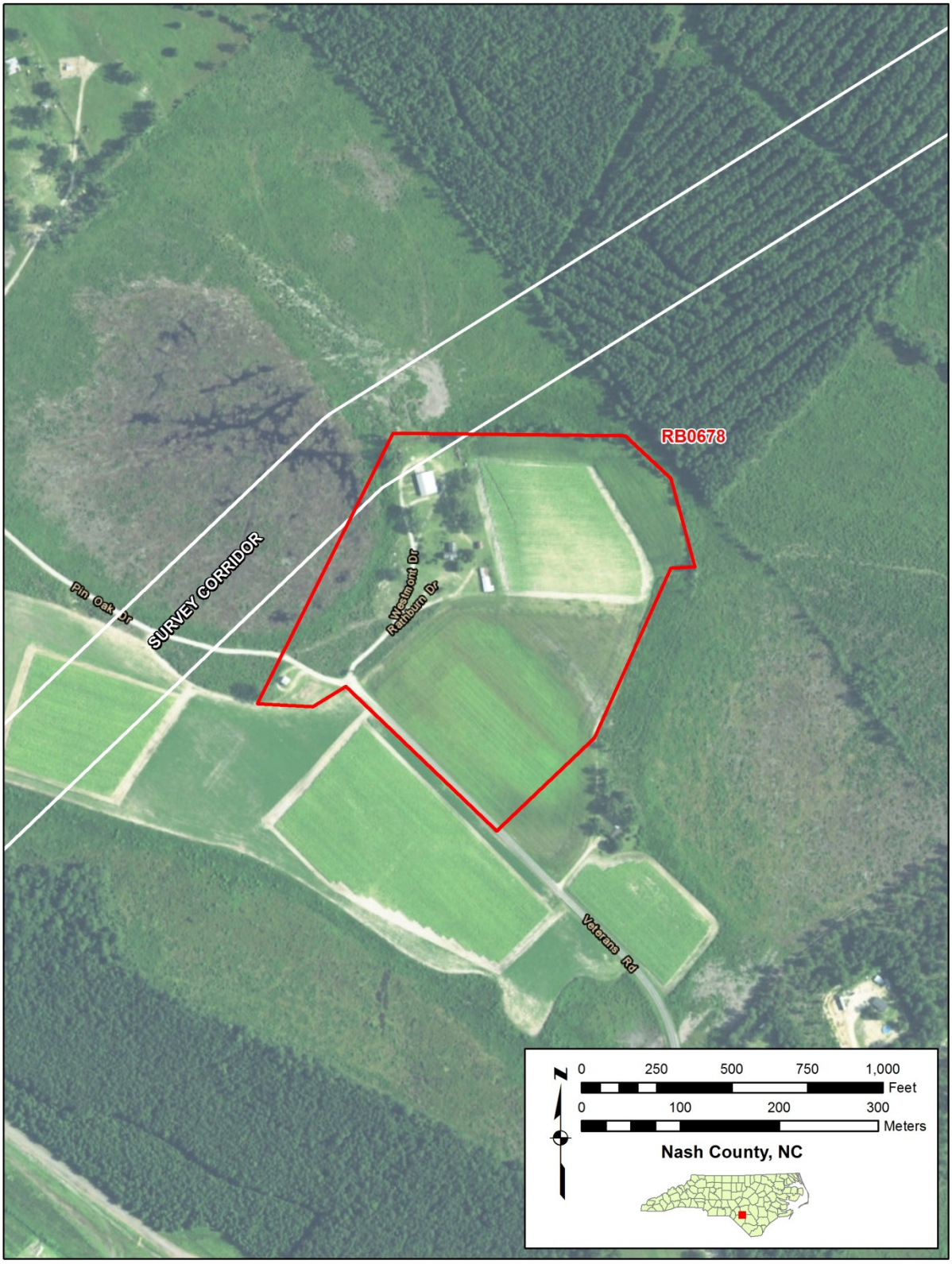

Figure 20. RB0678, proposed NRHP boundary and relationship to Project.

SUMMARY AND RECOMMENDATIONS

Direct and indirect Project effects were assessed for 16 historic architectural resources listed in or eligible for the NRHP that are located in the Project APE. It is ERM's recommendation that the proposed Project would have no adverse effect on any of the resources.

Please note that one resource, CD1465, reported previously for the Project, was found to have been included in that report in error. Due to a mapping mistake, that resource was recorded as being in the APE, but it actually is not subject to potential direct or indirect effects from the Project. The resource was recommended eligible for the NRHP, but since it is not in the APE, it is not included in the effects assessments presented in the current report.

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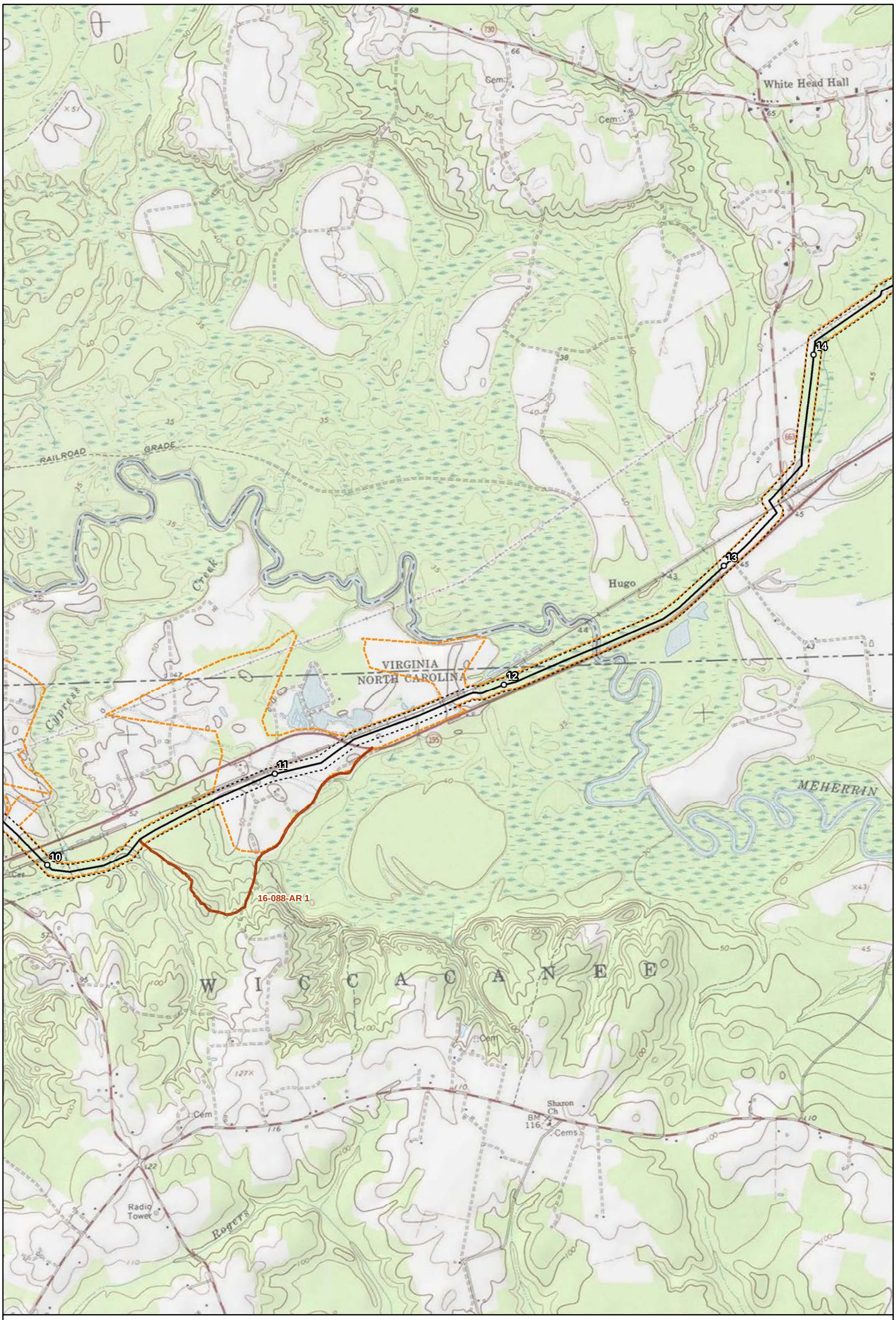
APPENDIX A – PROJECT MAPS DEPICTING RESOURCE LOCATIONS


White Head Hall
Hugo
VIRGINIA
NORTH CAROLINA
RAILROAD GRADE
Cypress Creek
MEHERRIN
W I C C A C A N E E
Sharon Ch
Radio Tower
Rogers
16-088-AR 1
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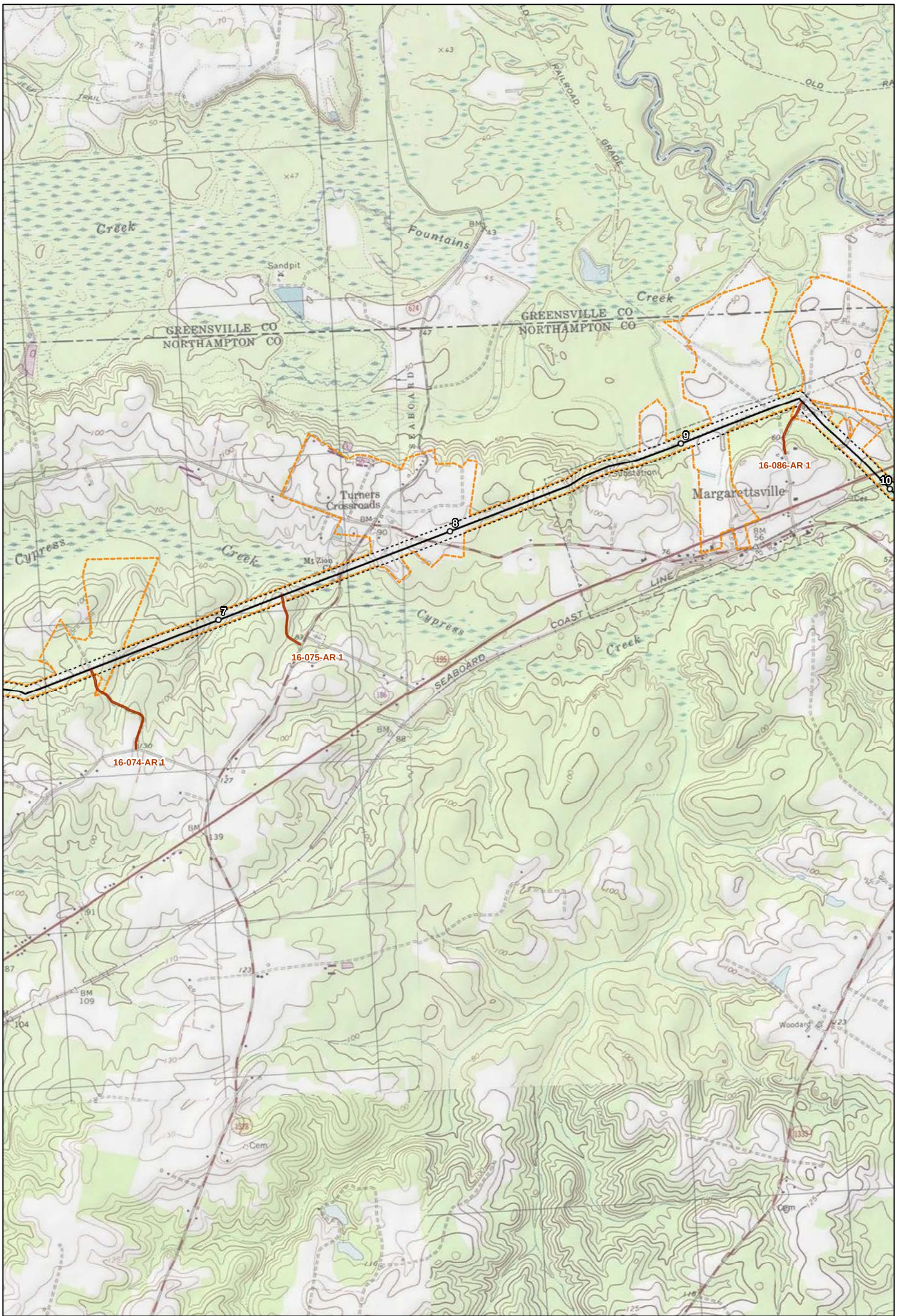
0 0.25 0.5 0.75 1 Kilometers
Sheet 1 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
Eligible
Assumed Eligible
Ineligible
Listed
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
Ineligible
Unassessed



0 0.25 0.5 0.75 1 Miles

0 0.25 0.5 0.75 1 Kilometers

Sheet 2 of 42

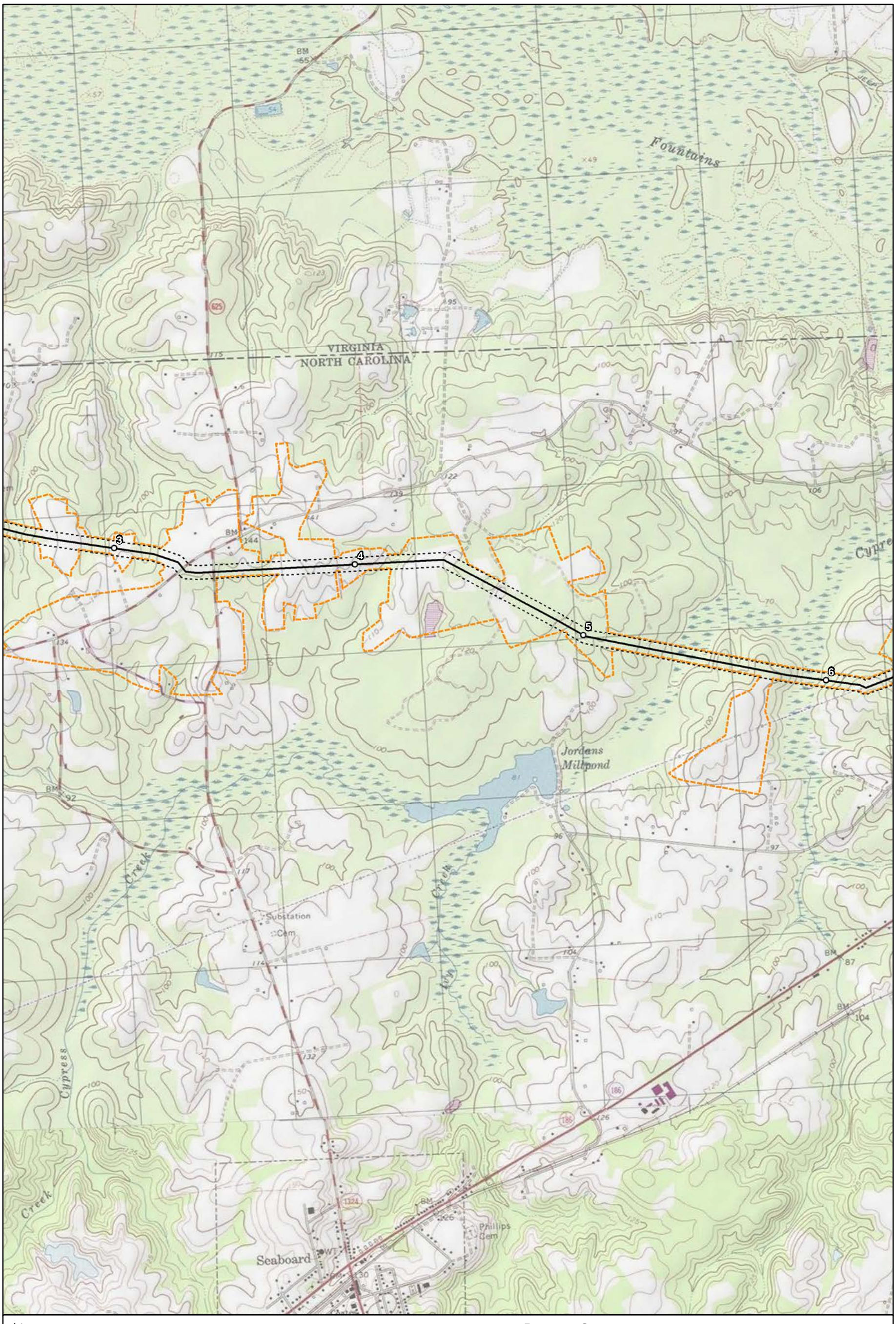
- Corridor Centerline
- Mileposts
- 150 Foot Buffer
- Visual APE
- Contractor Yards
- Access Roads

Resource Status:

- Eligible
- Assumed Eligible
- Ineligible
- Listed
- Not Extant
- National Register Listed Property
- Historic District

Resources Outside APE:

- Ineligible
- Unassessed


VIRGINIA
NORTH CAROLINA
Fountains
Jordans
Millpond
Substation
Cem
Seaboard
Phillips
Cem
Cypress
Creek
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Miles
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Kilometers
Sheet 3 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
Eligible
Assumed Eligible
Ineligible
Listed
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
Ineligible
Unassessed


15-072-AR 1
299
300
16-001-AR 1
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AP-1
AP-2
AP-3
1
1
2
2
3
NP0420
NP0488
NP0534
NP0536
GREENSVILLE CO
NORTHAMPTON CO
GREENSVILLE CO
NORTHAMPTON CO
Creek
Fountains
Swamp
Jacks
Swamp
Corwells
Millpond
Cem
Concord
Ch
Cem
Bethel Ch
Creek
BM
149
BM
147
4WD
0 0.25 0.5 0.75 1
Miles
0 0.25 0.5 0.75 1
Kilometers
Sheet 4 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
Eligible
Assumed Eligible
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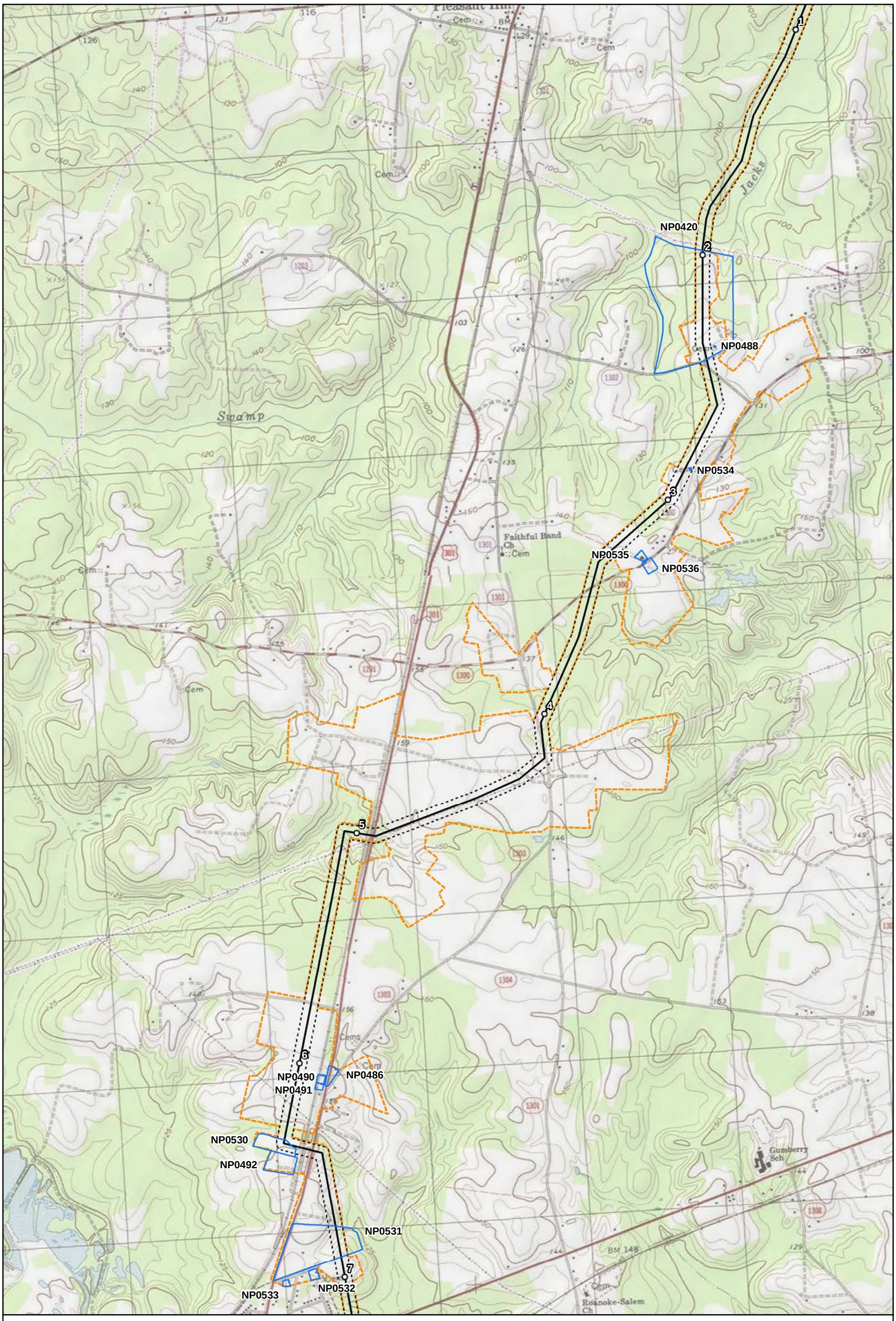
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
Ineligible
Unassessed


NP0420
NP0488
NP0534
NP0535
NP0536
NP0490
NP0491
NP0486
NP0530
NP0492
NP0531
NP0533
NP0532
Jacks
Swamp
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Gumberry Sch
Roanoke-Salem Ch
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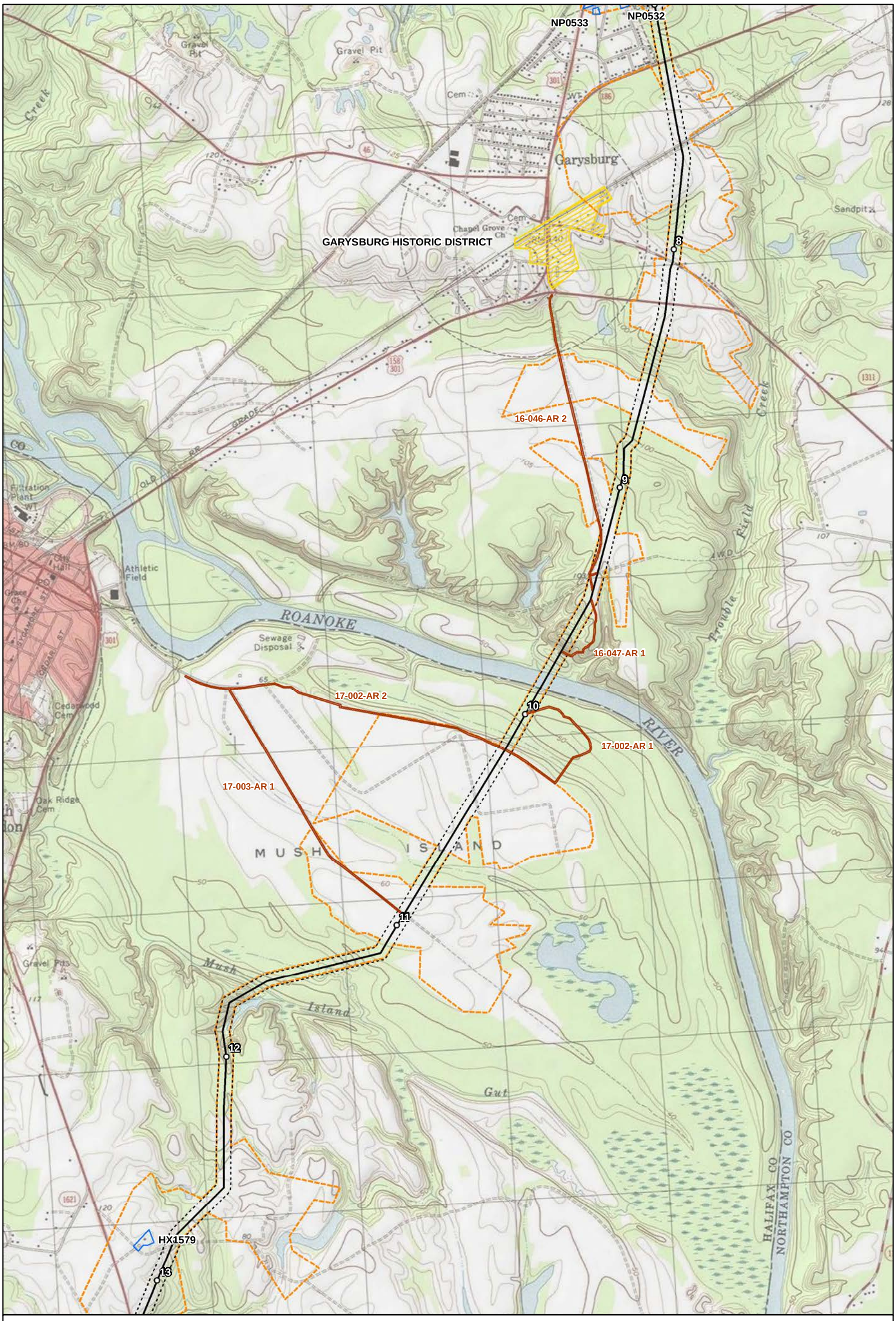
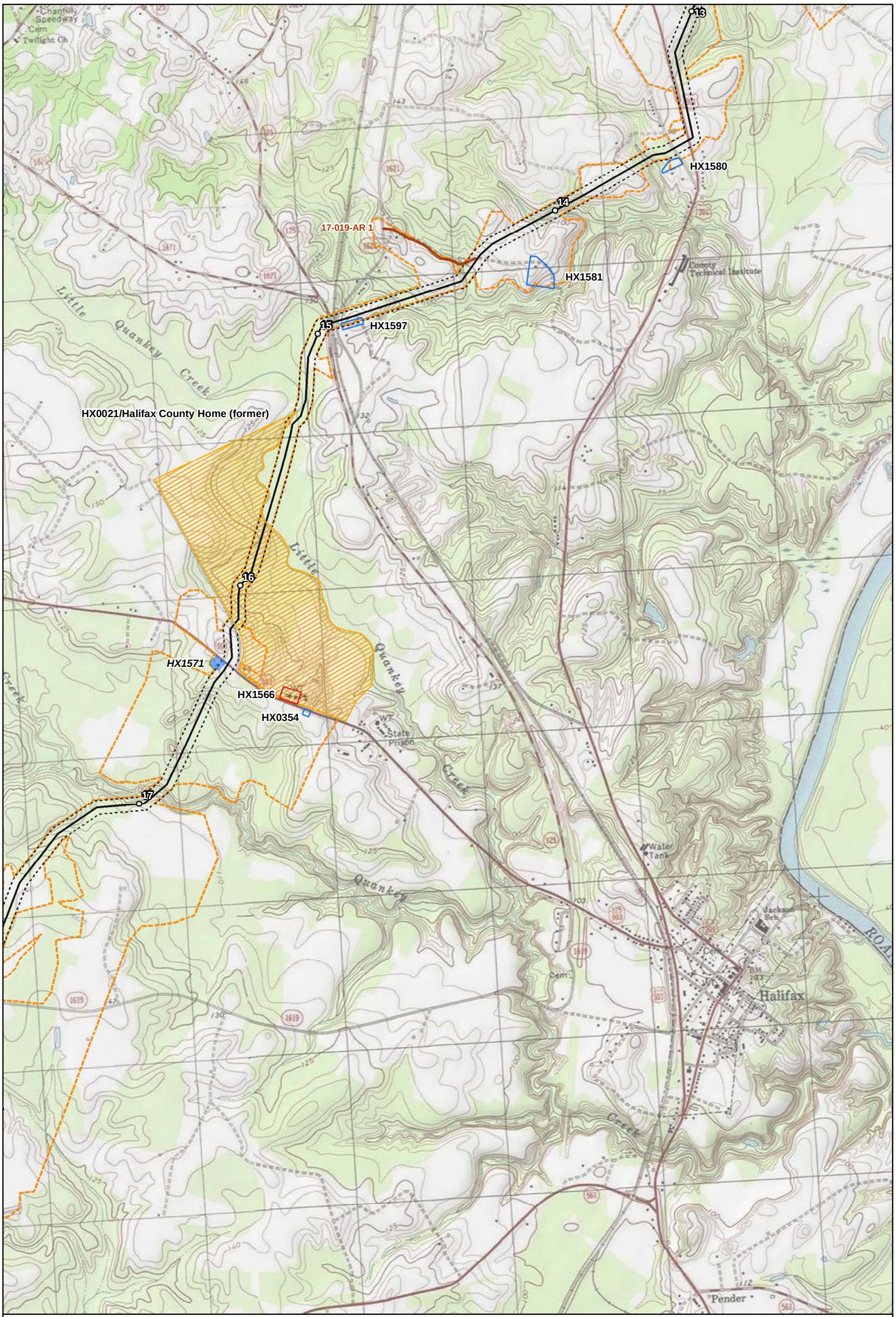
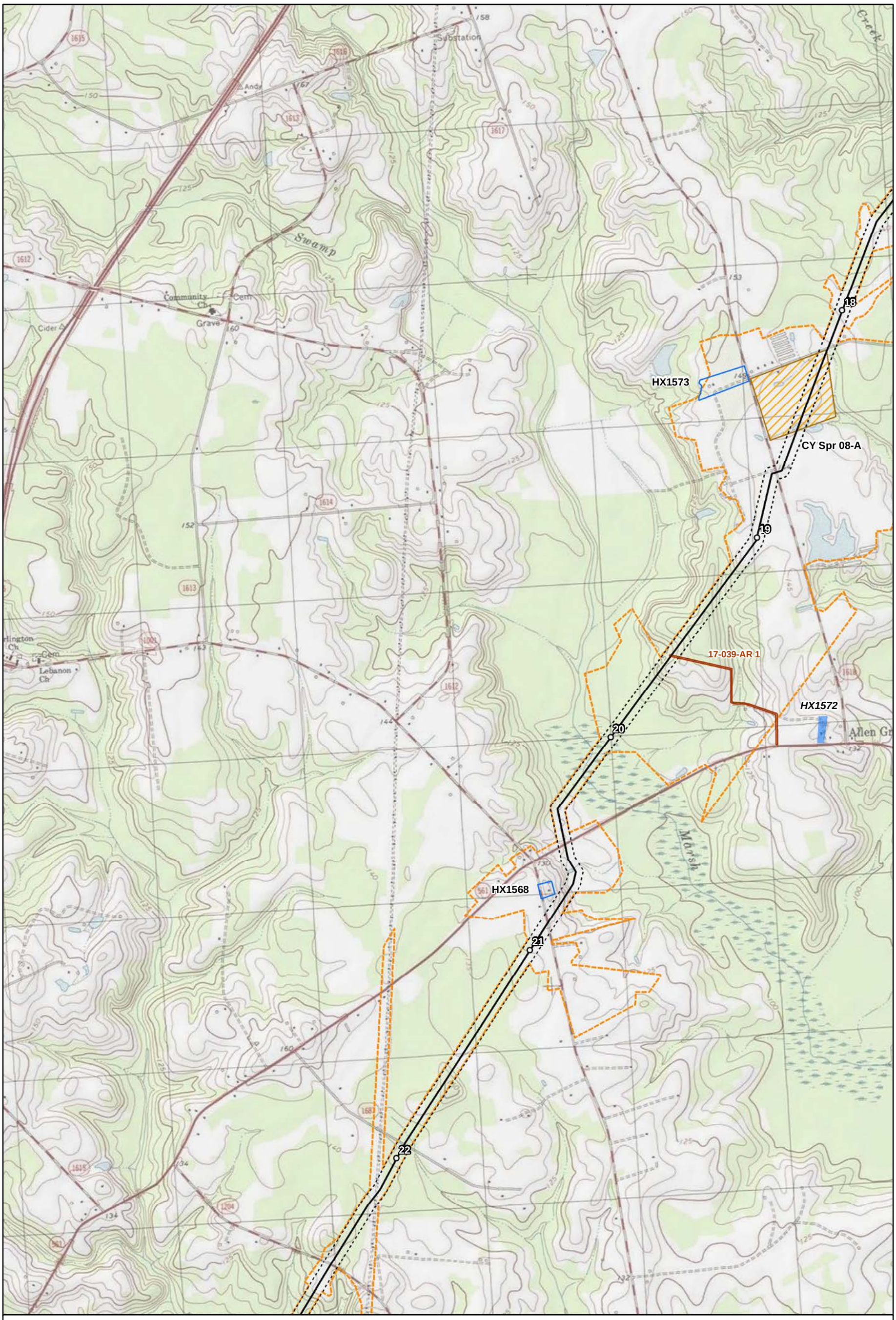
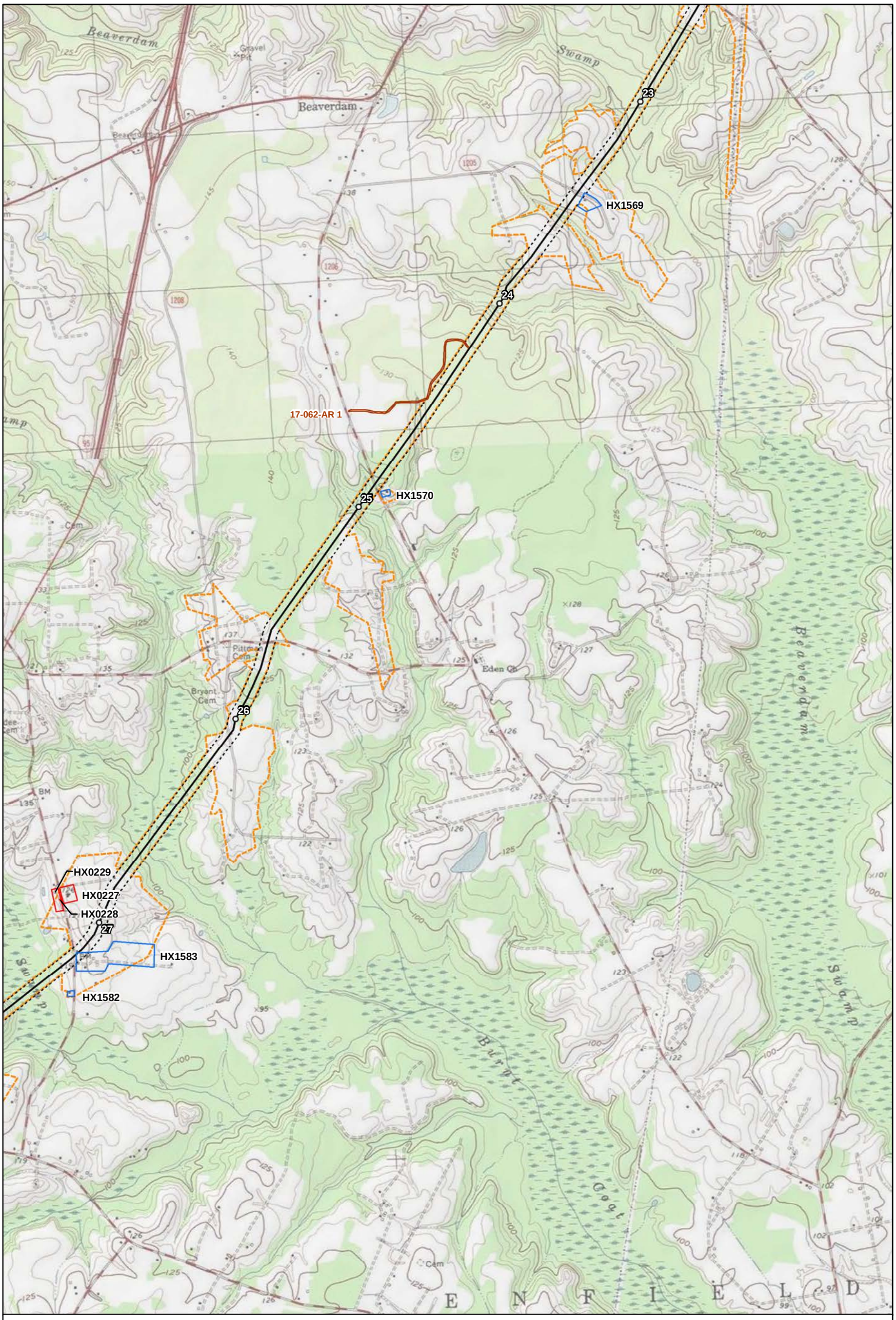
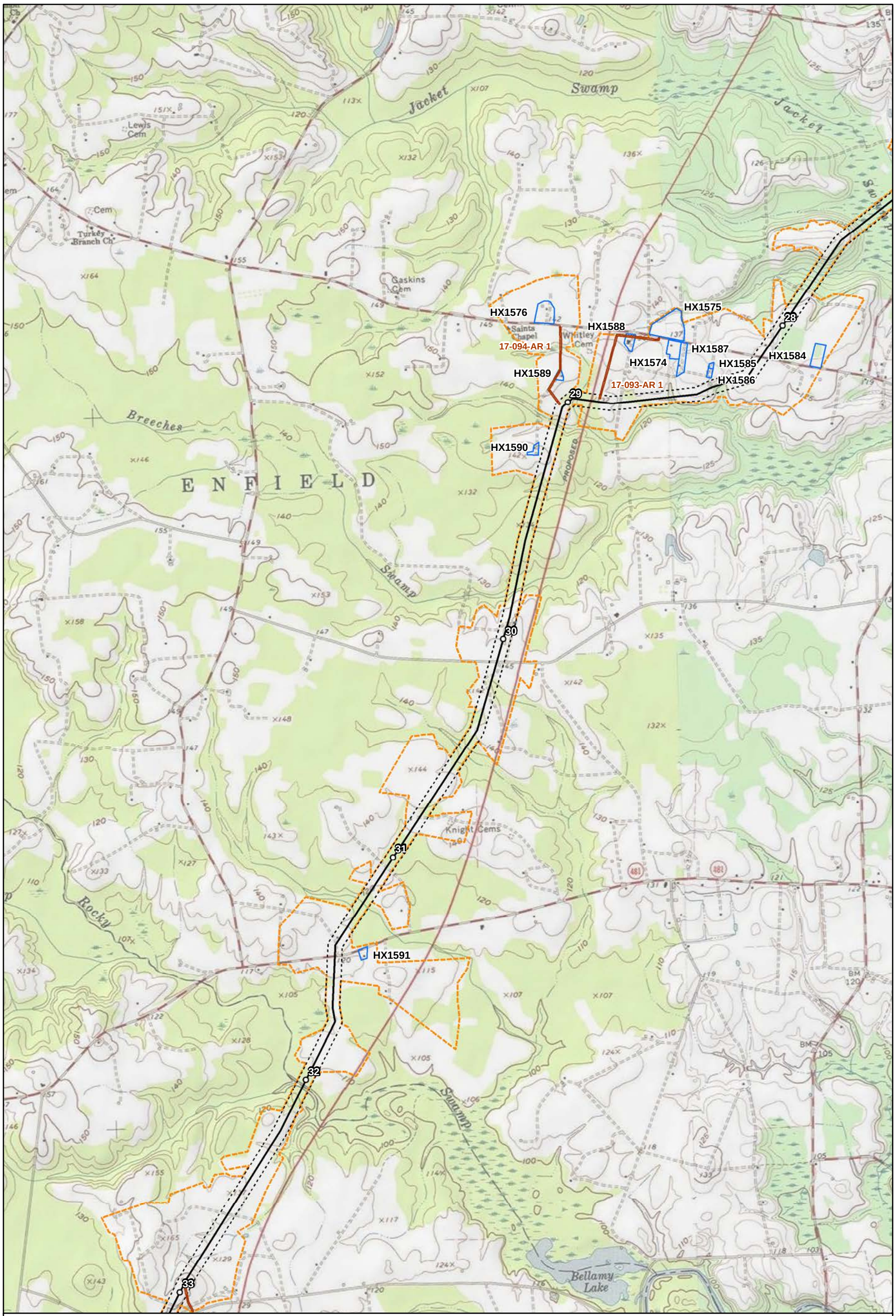
5
6
7
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 5 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
Eligible
Assumed Eligible
Ineligible
Listed
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
Ineligible
Unassessed

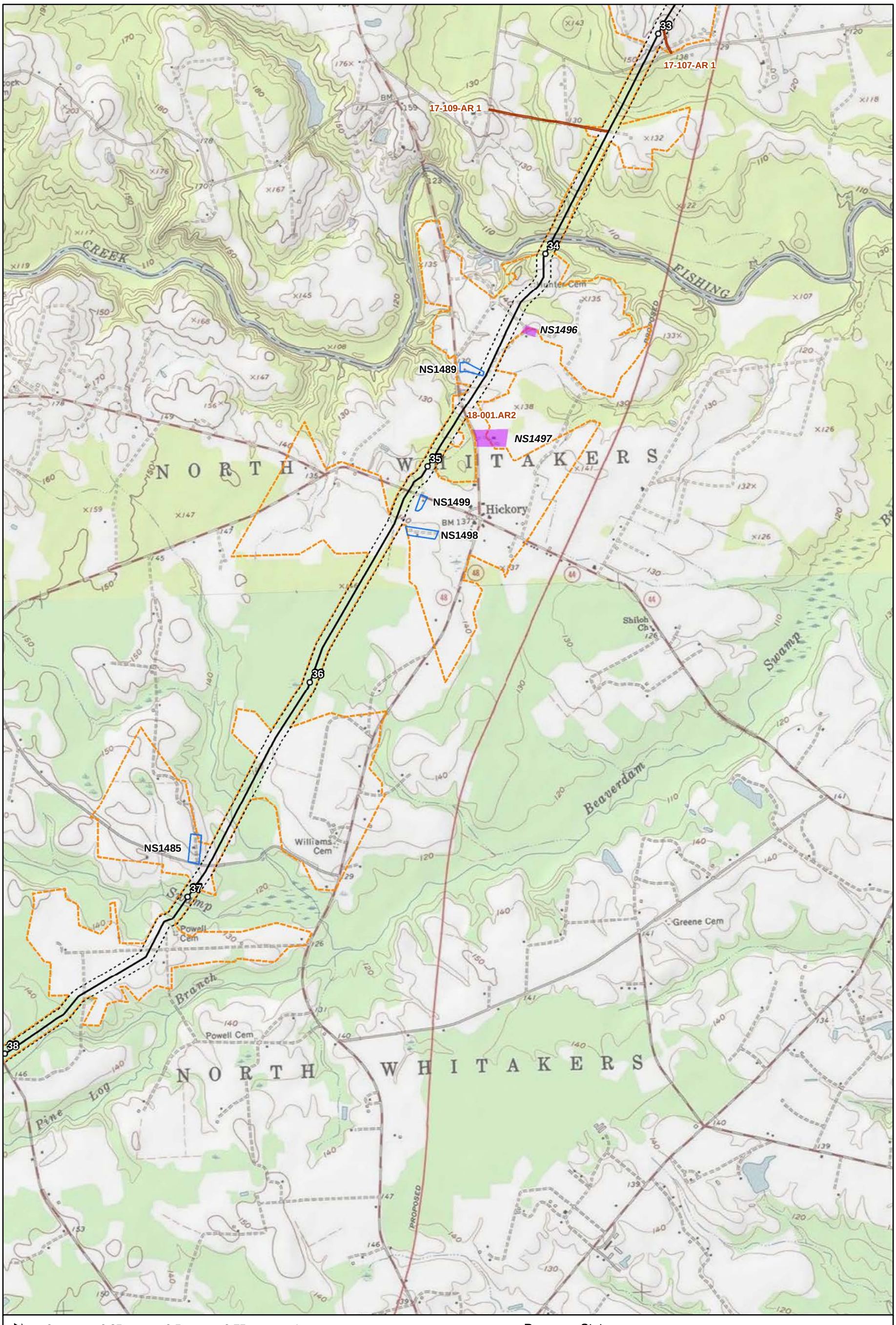

NP0533
NP0532
GARYSBURG HISTORIC DISTRICT
16-046-AR 2
16-047-AR 1
17-002-AR 2
17-002-AR 1
17-003-AR 1
HX1579
8
9
10
11
12
13
Garysburg
Chapel Grove Ch
Cem
Gravel Pit
Sandpit
Creek
Filtration Plant
City Hall
Athletic Field
Sewage Disposal
Cedarwood Cem
Oak Ridge Cem
ROANOKE
RIVER
MUSH
ISLAND
Mush Island
Gut
Trouble Field
4WD
OLD
GRADE
CO
HALIFAX CO
NORTHAMPTON CO
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 6 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
Eligible
Assumed Eligible
Ineligible
Listed
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
Ineligible
Unassessed


13
14
15
16
17
HX1580
HX1581
HX1597
HX1571
HX1566
HX0354
17-019-AR 1
HX0021/Halifax County Home (former)
Little Quankey Creek
Quankey Creek
Halifax
Pender
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 7 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
Eligible
Assumed Eligible
Ineligible
Listed
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
Ineligible
Unassessed


Substation
Swamp
Community Ch
Cem
Grave
Cider
Lebanon Ch
Cem
Marsh
Allen Gr
HX1573
CY Spr 08-A
17-039-AR 1
HX1572
HX1568
18
19
20
21
22
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 8 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
Eligible
Assumed Eligible
Ineligible
Listed
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
Ineligible
Unassessed


Beaverdam
Gravel Pit
Swamp
Beaverdam
23
HX1569
24
17-062-AR 1
25
HX1570
Cem
Pittman Cem
Bryant Cem
Eden Ch
26
HX0229
HX0227
HX0228
27
HX1583
HX1582
Beaverdam Swamp
Burnt Coat
Cem
ENFIELD
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 9 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
Eligible
Assumed Eligible
Ineligible
Listed
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
Ineligible
Unassessed


HX1576
HX1588
HX1575
HX1587
HX1574
HX1585
HX1584
HX1586
HX1589
HX1590
HX1591
17-094-AR 1
17-093-AR 1
23
29
30
31
32
33
Jacket
Swamp
Breeches
Rocky
Saints Chapel
Whitley Cem
Gaskins Cem
Lewis Cem
Turkey Branch Ch
Knight Cems
Bellamy Lake
PROPOSED
E N F I E L D
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 10 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
Eligible
Assumed Eligible
Ineligible
Listed
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
Ineligible
Unassessed



0 0.25 0.5 0.75 1 Miles

0 0.25 0.5 0.75 1 Kilometers

Sheet 11 of 42

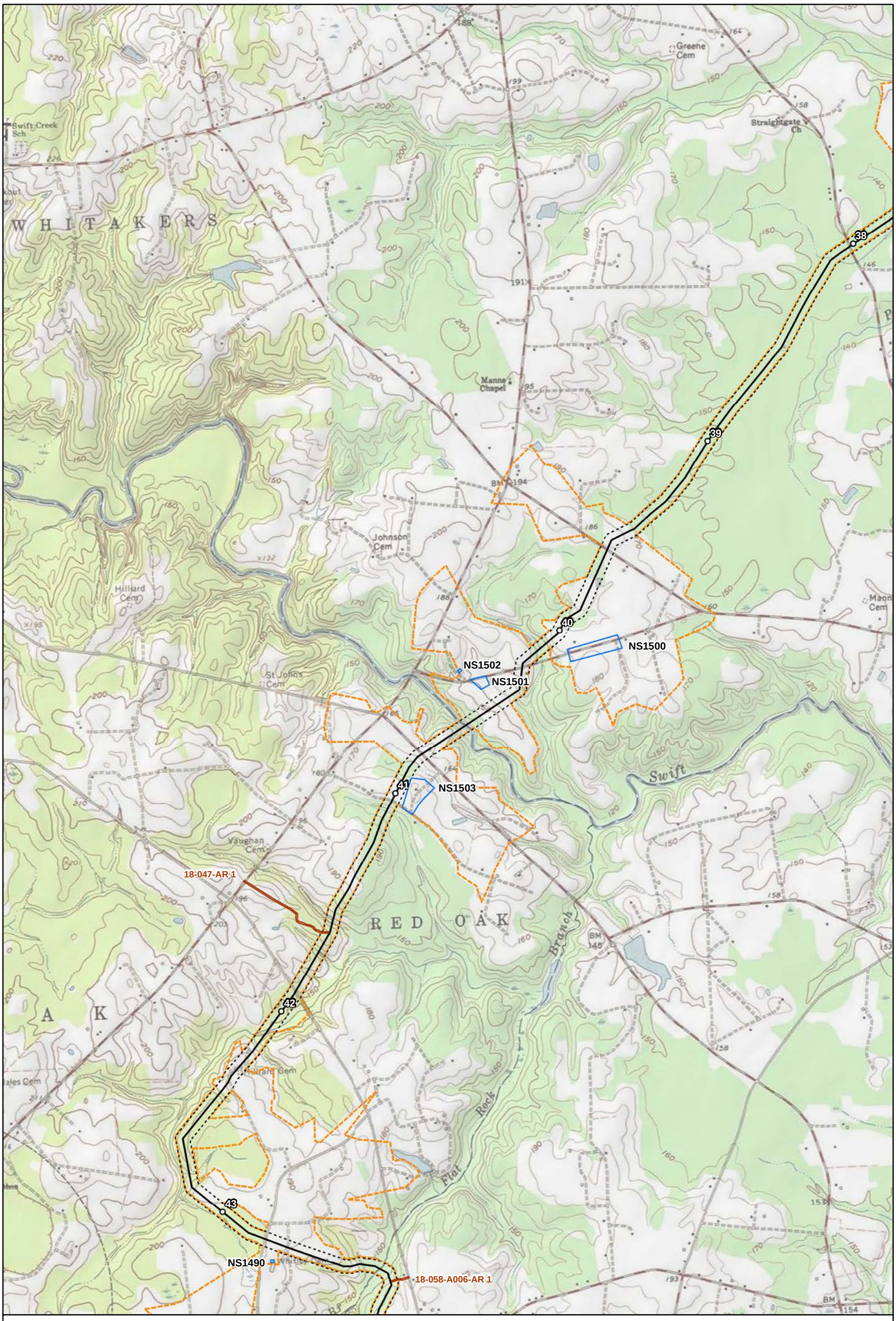
- Corridor Centerline
- Mileposts
- 150 Foot Buffer
- Visual APE
- Contractor Yards
- Access Roads

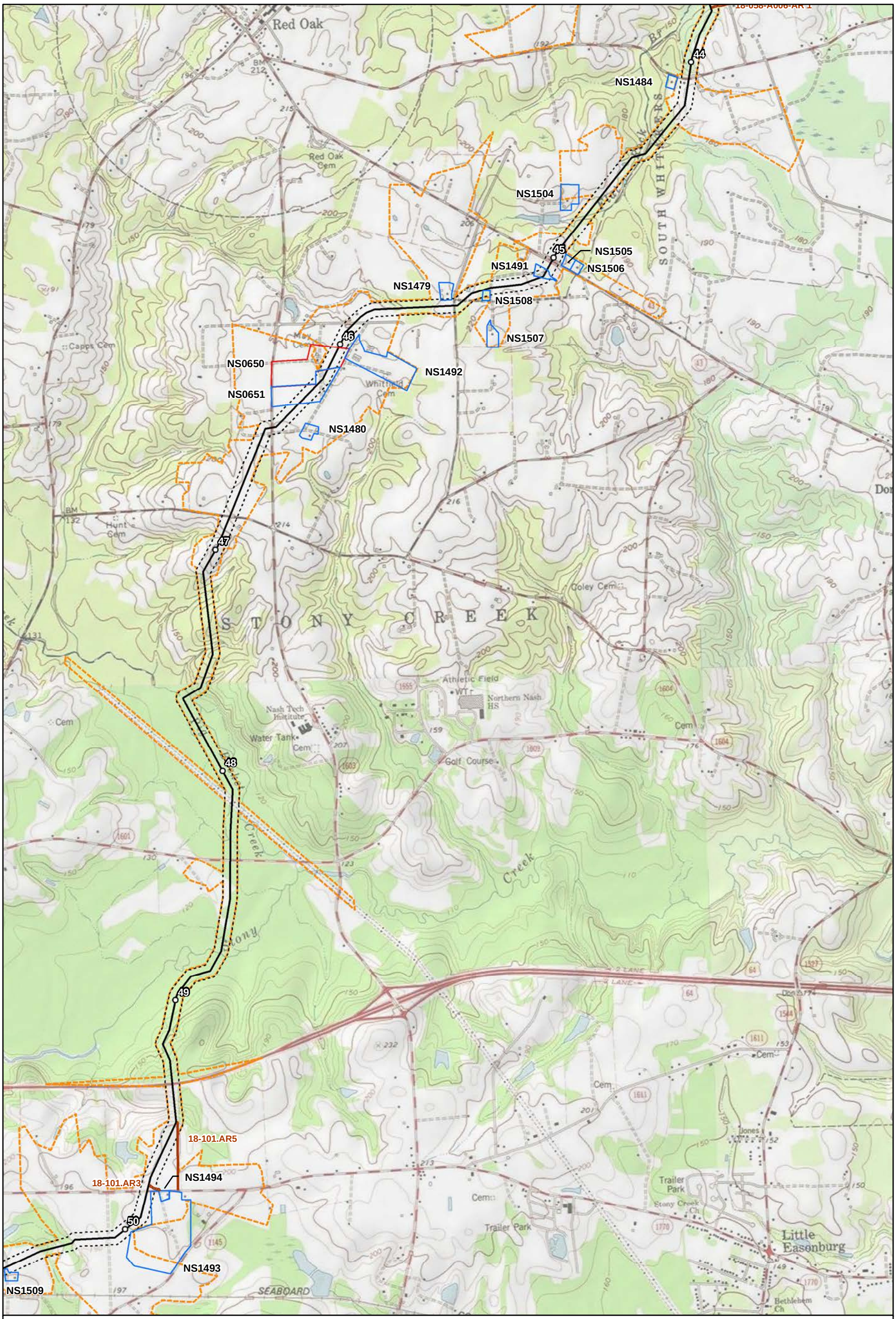
Resource Status:

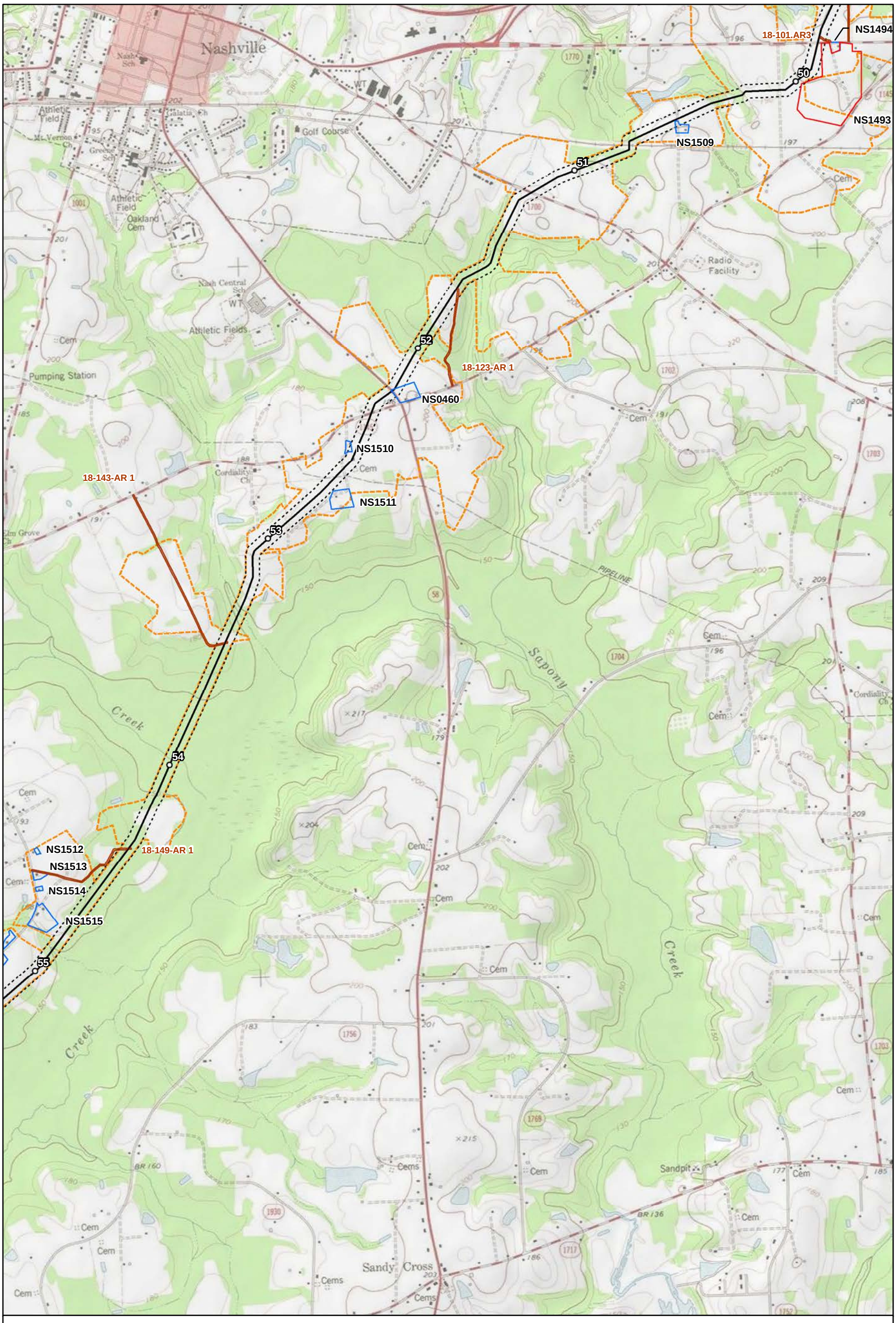
- Eligible
- Assumed Eligible
- Ineligible
- Listed
- Not Extant
- National Register Listed Property
- Historic District

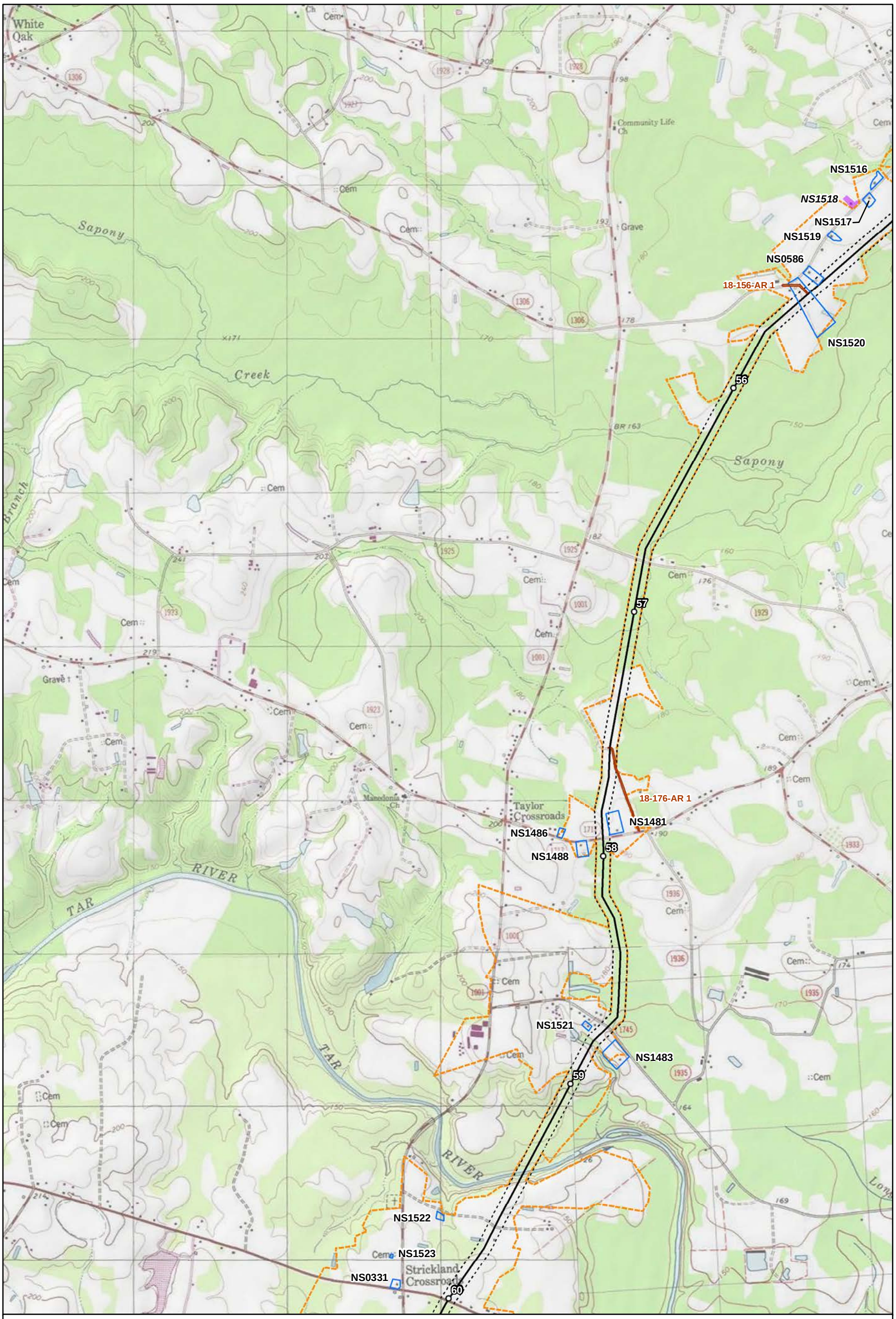
Resources Outside APE:

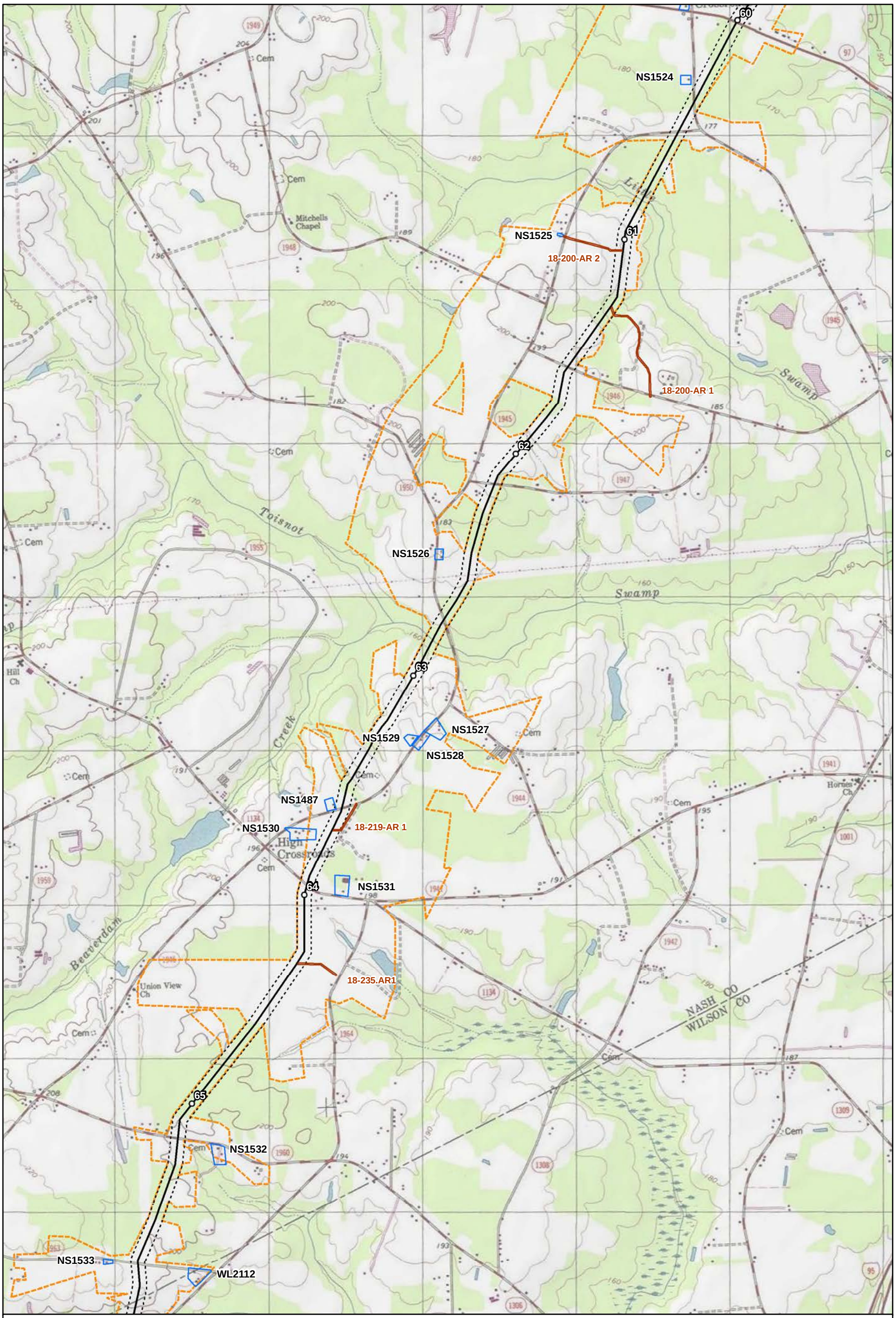
- Ineligible
- Unassessed

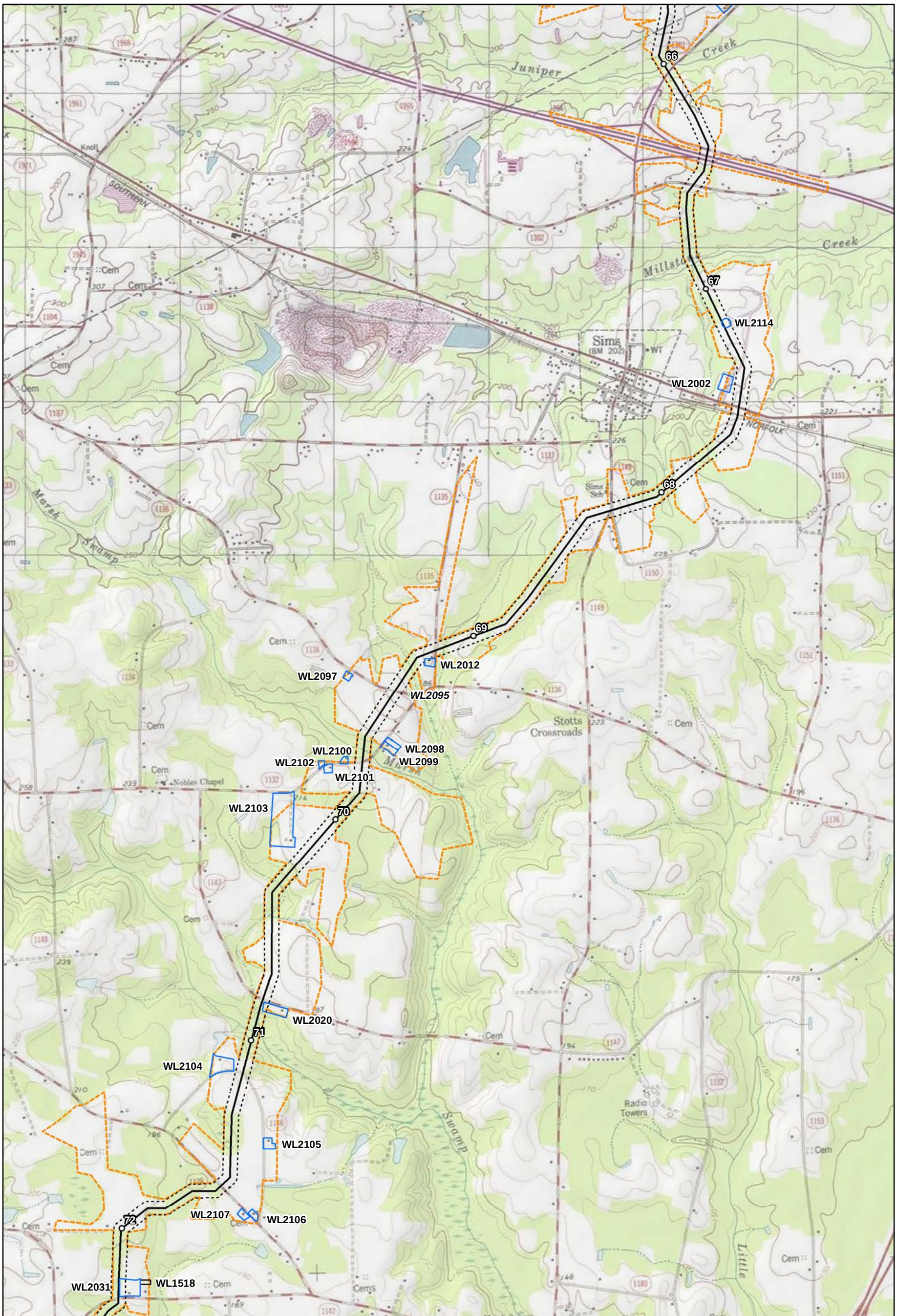

WHITAKERS
RED OAK
Swift Creek Sch
Greene Cem
Straightgate Ch
Manns Chapel
Johnson Cem
Hilliard Cem
St Johns Cem
Vaughan Cem
Swift
Flat Rock
Branch
38
39
40
41
42
43
NS1500
NS1501
NS1502
NS1503
NS1490
18-047-AR 1
18-058-A006-AR 1
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 12 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
Eligible
Assumed Eligible
Ineligible
Listed
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
Ineligible
Unassessed


Red Oak
Red Oak Cem
Capps Cem
Hunt Cem
Whitfield Cem
Goley Cem
Athletic Field
Northern Nash HS
Nash Tech Institute
Water Tank
Golf Course
Trailer Park
Stony Creek Ch
Little Easonburg
Bethlehem Ch
SOUTH WHITAKERS
STONY CREEK
SEABOARD
2 LANE
44
45
46
47
48
49
50
NS1484
NS1504
NS1505
NS1506
NS1491
NS1479
NS1508
NS1507
NS0650
NS0651
NS1492
NS1480
18-101.AR5
18-101.AR3
NS1494
NS1493
NS1509
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 13 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
Eligible
Assumed Eligible
Ineligible
Listed
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
Ineligible
Unassessed


Nashville
Golf Course
Athletic Field
Oakland Cem
Nash Central Sch
Athletic Fields
Pumping Station
Radio Facility
Cem
Cordiality Ch
Elm Grove Ch
PIPELINE
Sapony Creek
Creek
Sandy Cross
Sandpit
BR 160
BR 136
Cems
50
51
52
53
54
55
58
NS1494
NS1493
NS1509
NS0460
NS1510
NS1511
NS1512
NS1513
NS1514
NS1515
18-101.AR3
18-123-AR 1
18-143-AR 1
18-149-AR 1
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 14 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
Eligible
Assumed Eligible
Ineligible
Listed
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
Ineligible
Unassessed


White Oak
Community Life Ch
Sapony
Creek
Grave
Gravel
Branch
Taylor Crossroads
Macedonia Ch
Strickland Crossroads
TAR RIVER
NS1516
NS1518
NS1517
NS1519
NS0586
18-156-AR 1
NS1520
56
57
18-176-AR 1
NS1481
NS1486
NS1488
58
NS1521
NS1483
59
NS1522
NS1523
NS0331
60
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 15 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
Eligible
Assumed Eligible
Ineligible
Listed
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
Ineligible
Unassessed


60
61
62
63
64
65
NS1524
NS1525
NS1526
NS1527
NS1528
NS1529
NS1530
NS1531
NS1532
NS1533
NS1487
WL2112
18-200-AR 2
18-200-AR 1
18-219-AR 1
18-235.AR1
Mitchells Chapel
High Crossroads
Union View Ch
Hill Ch
Hornes Ch
Toisnot
Swamp
Creek
Beaverdam
NASH CO
WILSON CO
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 16 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
Eligible
Assumed Eligible
Ineligible
Listed
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
Ineligible
Unassessed



0 0.25 0.5 0.75 1 Miles

0 0.25 0.5 0.75 1 Kilometers

Sheet 17 of 42

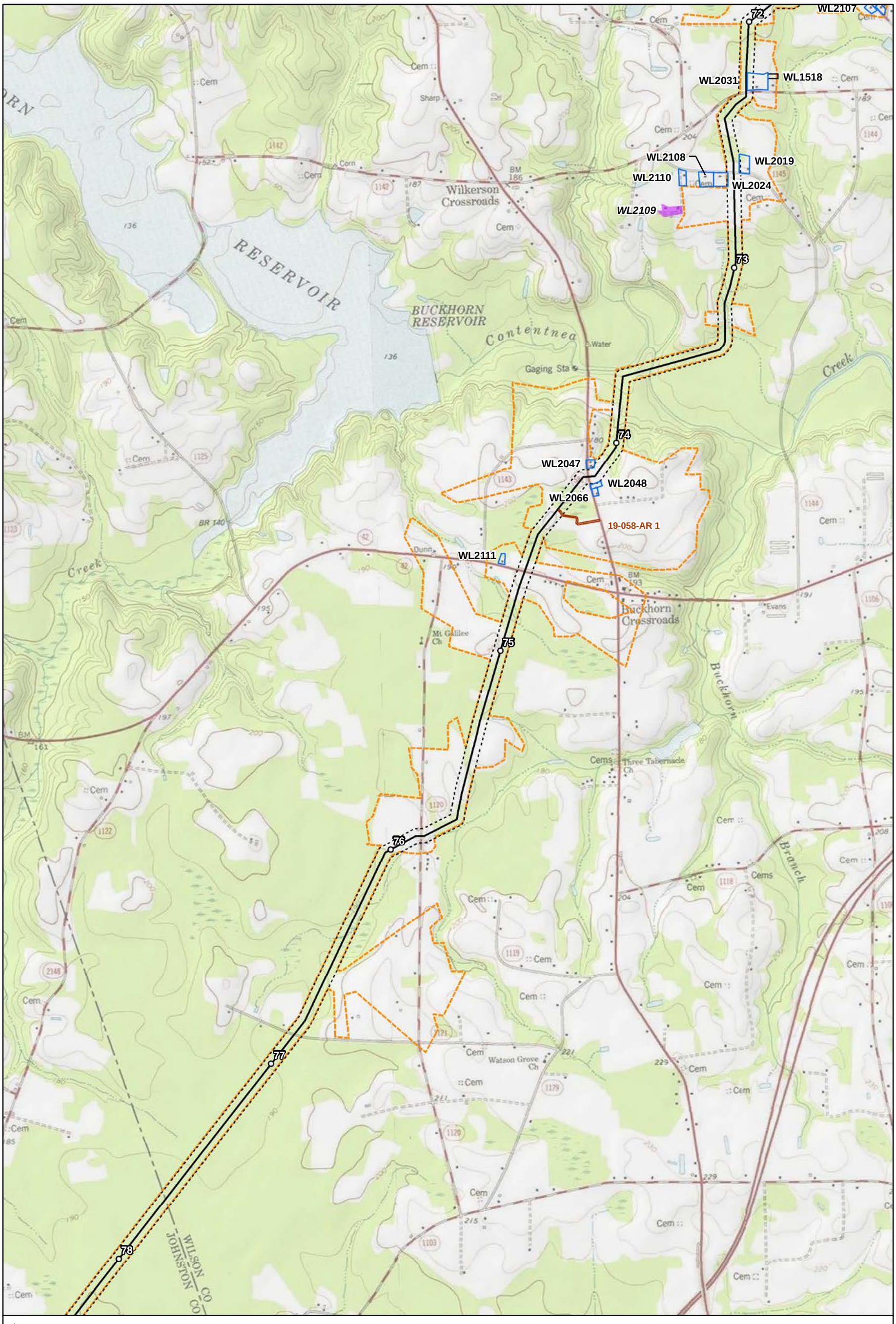
- Corridor Centerline
- Mileposts
- 150 Foot Buffer
- Visual APE
- Contractor Yards
- Access Roads

Resource Status:

- Eligible
- Assumed Eligible
- Ineligible
- Listed
- Not Extant
- National Register Listed Property
- Historic District

Resources Outside APE:

- Ineligible
- Unassessed



0 0.25 0.5 0.75 1 Miles

0 0.25 0.5 0.75 1 Kilometers

Sheet 18 of 42

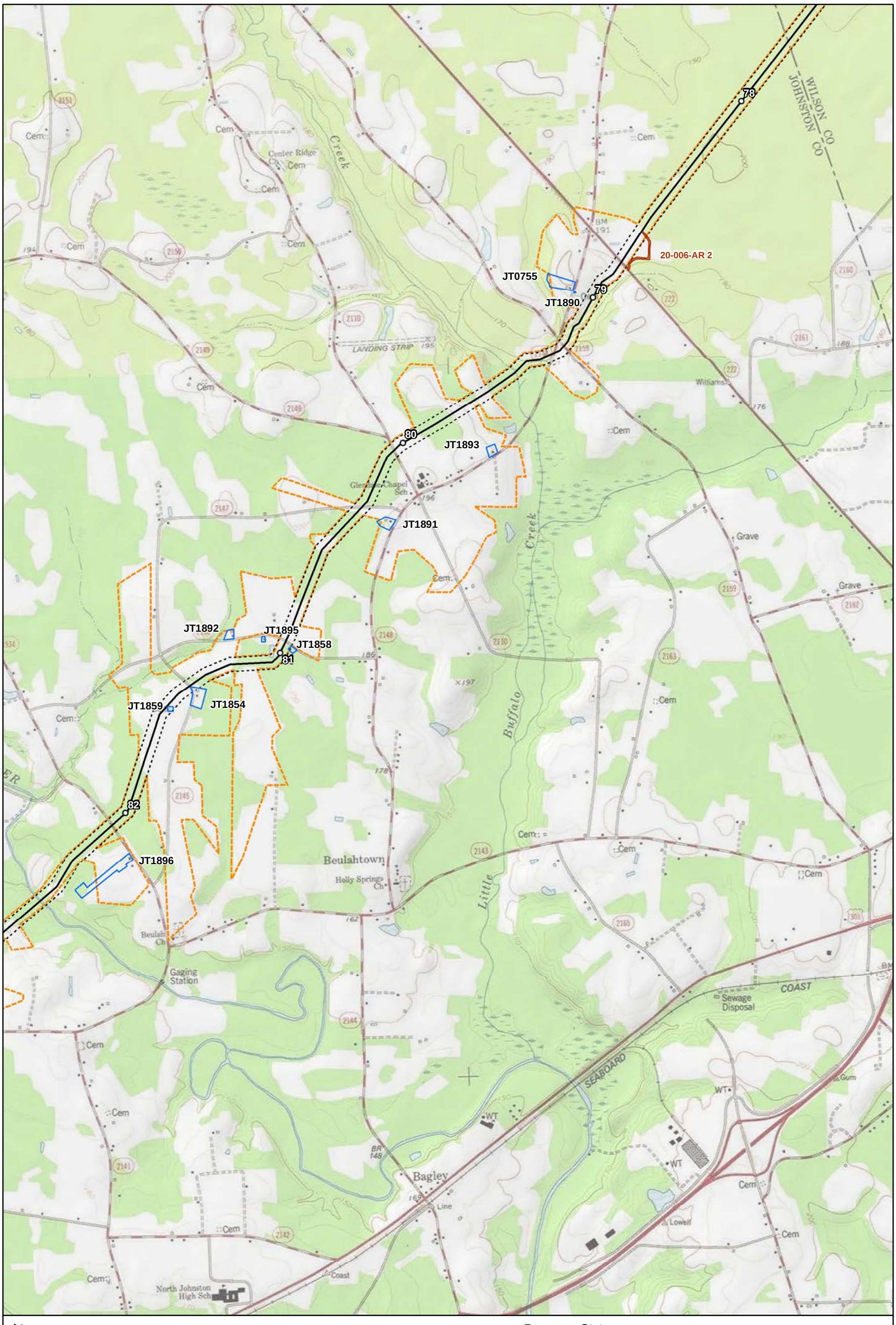
- Corridor Centerline
- Mileposts
- 150 Foot Buffer
- Visual APE
- Contractor Yards
- Access Roads

Resource Status:

- Eligible
- Assumed Eligible
- Ineligible
- Listed
- Not Extant
- National Register Listed Property
- Historic District

Resources Outside APE:

- Ineligible
- Unassessed



0 0.25 0.5 0.75 1 Miles

0 0.25 0.5 0.75 1 Kilometers

Sheet 19 of 42

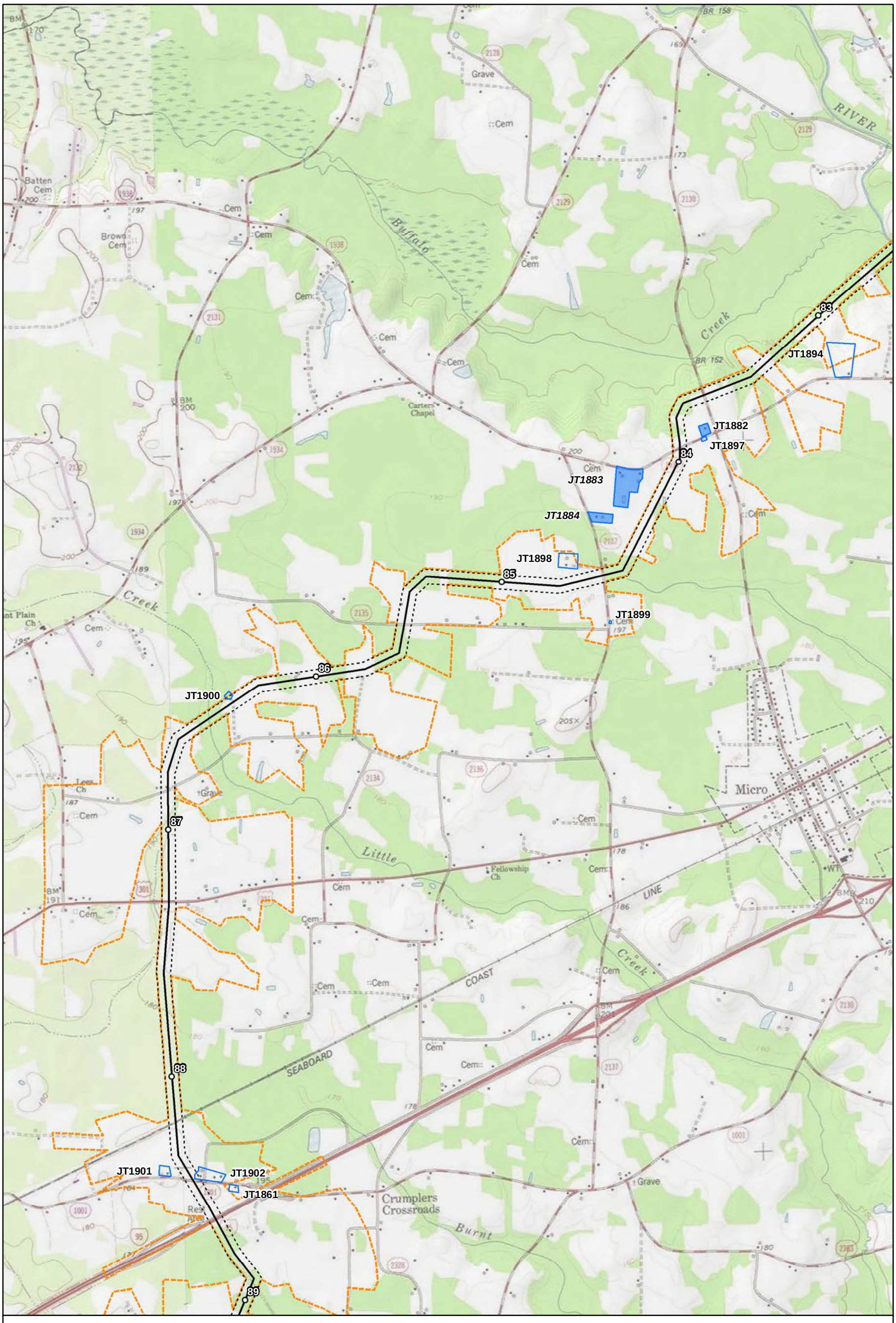
- Corridor Centerline
- Mileposts
- 150 Foot Buffer
- Visual APE
- Contractor Yards
- Access Roads

Resource Status:

- Eligible
- Assumed Eligible
- Ineligible
- Listed
- Not Extant
- National Register Listed Property
- Historic District

Resources Outside APE:

- Ineligible
- Unassessed



0 0.25 0.5 0.75 1 Miles

0 0.25 0.5 0.75 1 Kilometers

Sheet 20 of 42

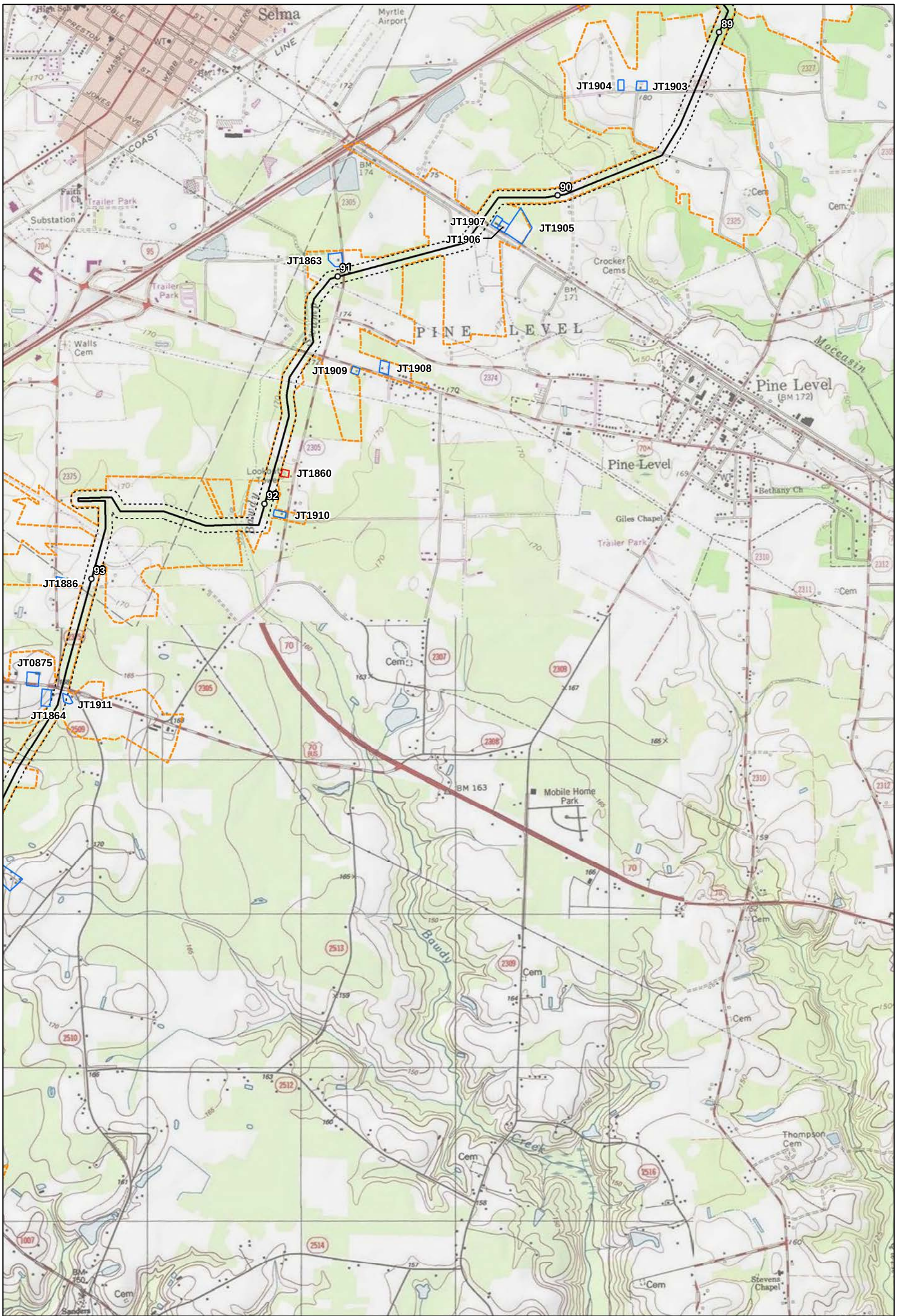
- Corridor Centerline
- Mileposts
- 150 Foot Buffer
- Visual APE
- Contractor Yards
- Access Roads

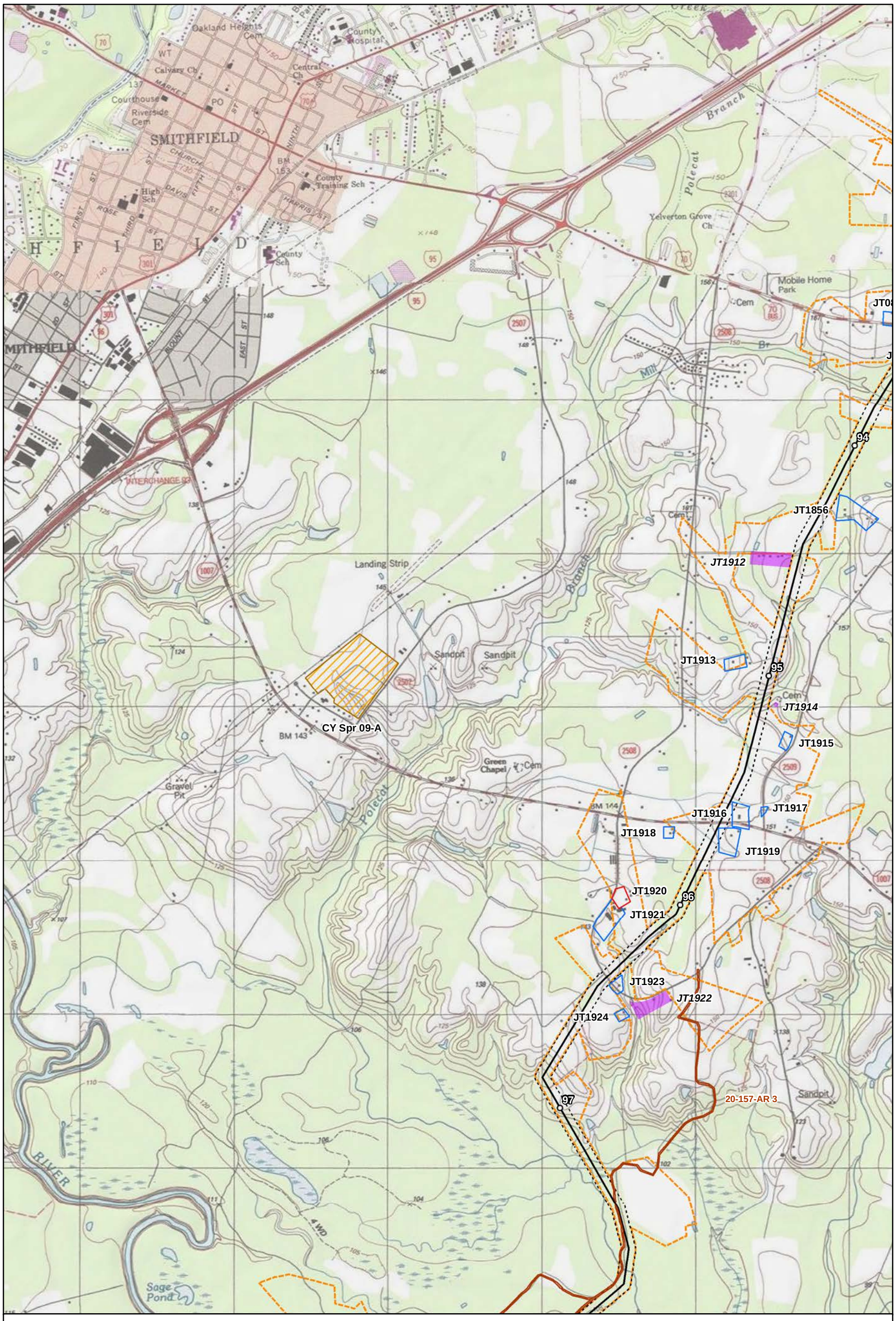
Resource Status:

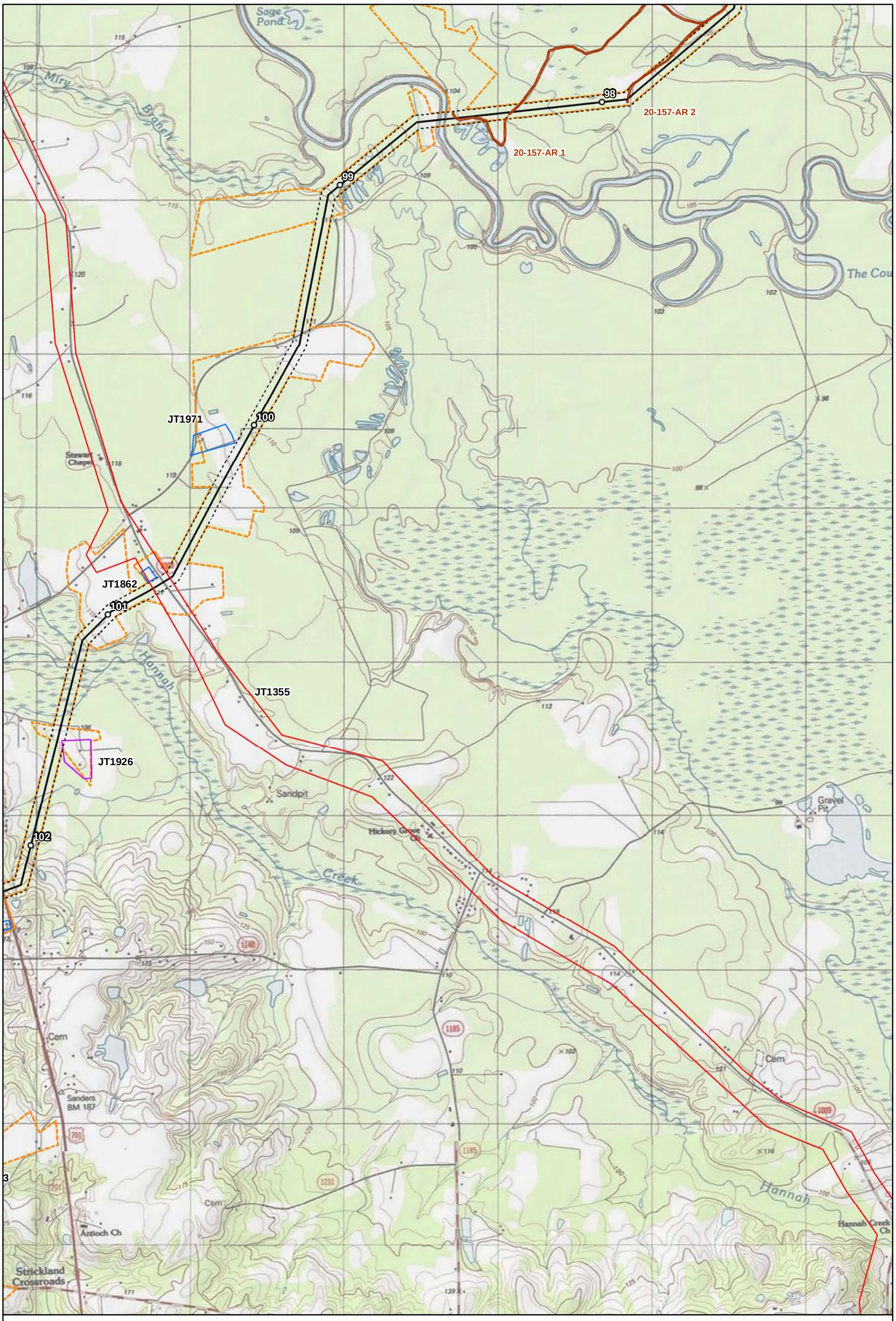
- Eligible
- Assumed Eligible
- Ineligible
- Listed
- Not Extant
- National Register Listed Property
- Historic District

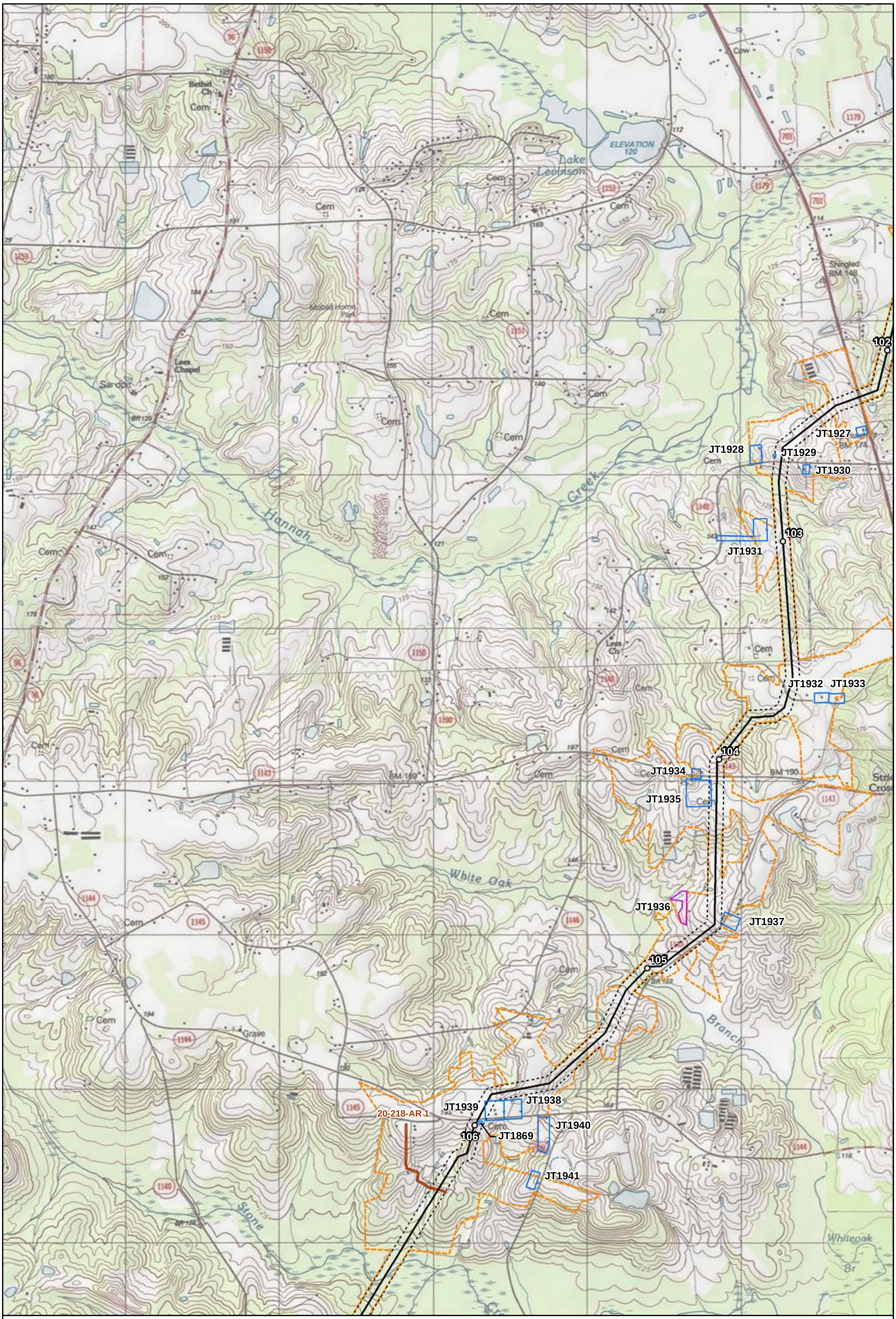
Resources Outside APE:

- Ineligible
- Unassessed


Selma
Myrtle Airport
JT1904
JT1903
89
90
JT1907
JT1905
JT1906
JT1863
91
PINE LEVEL
JT1909
JT1908
Pine Level
(BM 172)
Pine Level
JT1860
92
JT1910
93
JT1886
JT0875
JT1911
JT1864
Giles Chapel
Trailer Park
Bethany Ch
Mobile Home Park
BM 163
Thompson Cem
Stevens Chapel
Crocker Cems
Walls Cem
Substation
Faith Ch
Trailer Park
Moccasin Creek
Bawdy Creek
Sanders
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 21 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
Eligible
Assumed Eligible
Ineligible
Listed
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
Ineligible
Unassessed


SMITHFIELD
Oakland Heights Cem
County Hospital
Central Ch
Courthouse
Riverside Cem
PO
Calvary Ch
WT
MARKET ST
CHURCH ST
NINTH ST
BM 153
County Training Sch
High Sch
DAVIS ST
FIFTH ST
ROSE
FIRST ST
THIRD ST
HARRIS ST
County Sch
Yelverton Grove Ch
Mobile Home Park
Cem
Branch
Polecat
Mill
Br
EAST ST
MOUNT
INTERCHANGE 93
Landing Strip
Sandpit
Sandpit
CY Spr 09-A
BM 143
Gravel Pit
Green Chapel
Cem
BM 144
Polecat
RIVER
4 WD
Sage Pond
JT1856
JT1912
JT1913
JT1914
JT1915
JT1916
JT1917
JT1918
JT1919
JT1920
JT1921
JT1923
JT1922
JT1924
20-157-AR 3
94
95
96
97
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 22 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
Eligible
Assumed Eligible
Ineligible
Listed
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
Ineligible
Unassessed


Sage Pond
Miry Branch
98
99
100
101
102
20-157-AR 2
20-157-AR 1
JT1971
JT1862
JT1355
JT1926
Sandpit
Gravel Pit
Hickory Grove Ch
Creek
Hannah
Hannah Creek Ch
Cem
Sanders BM 187
Antioch Ch
Strickland Crossroads
Stewart Chapel
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 23 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
Eligible
Assumed Eligible
Ineligible
Listed
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
Ineligible
Unassessed



0 0.25 0.5 0.75 1 Miles

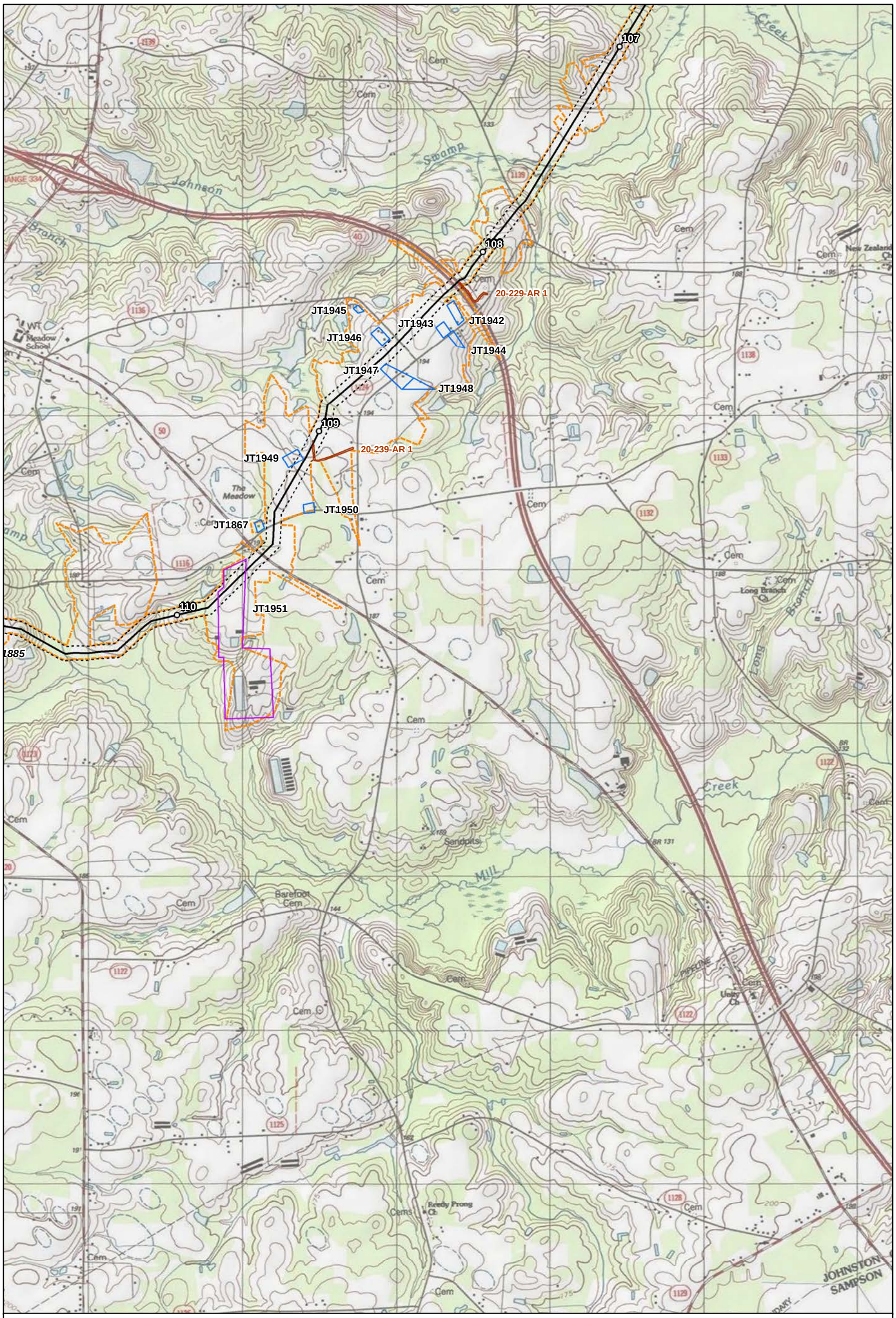
0 0.25 0.5 0.75 1 Kilometers

Sheet 24 of 42

- Corridor Centerline
- Mileposts
- 150 Foot Buffer
- Visual APE
- Contractor Yards
- Access Roads

Resource Status:
- Eligible
- Assumed Eligible
- Ineligible
- Listed
- Not Extant
- National Register Listed Property
- Historic District

Resources Outside APE:
- Ineligible
- Unassessed



0 0.25 0.5 0.75 1 Miles

0 0.25 0.5 0.75 1 Kilometers

Sheet 25 of 42

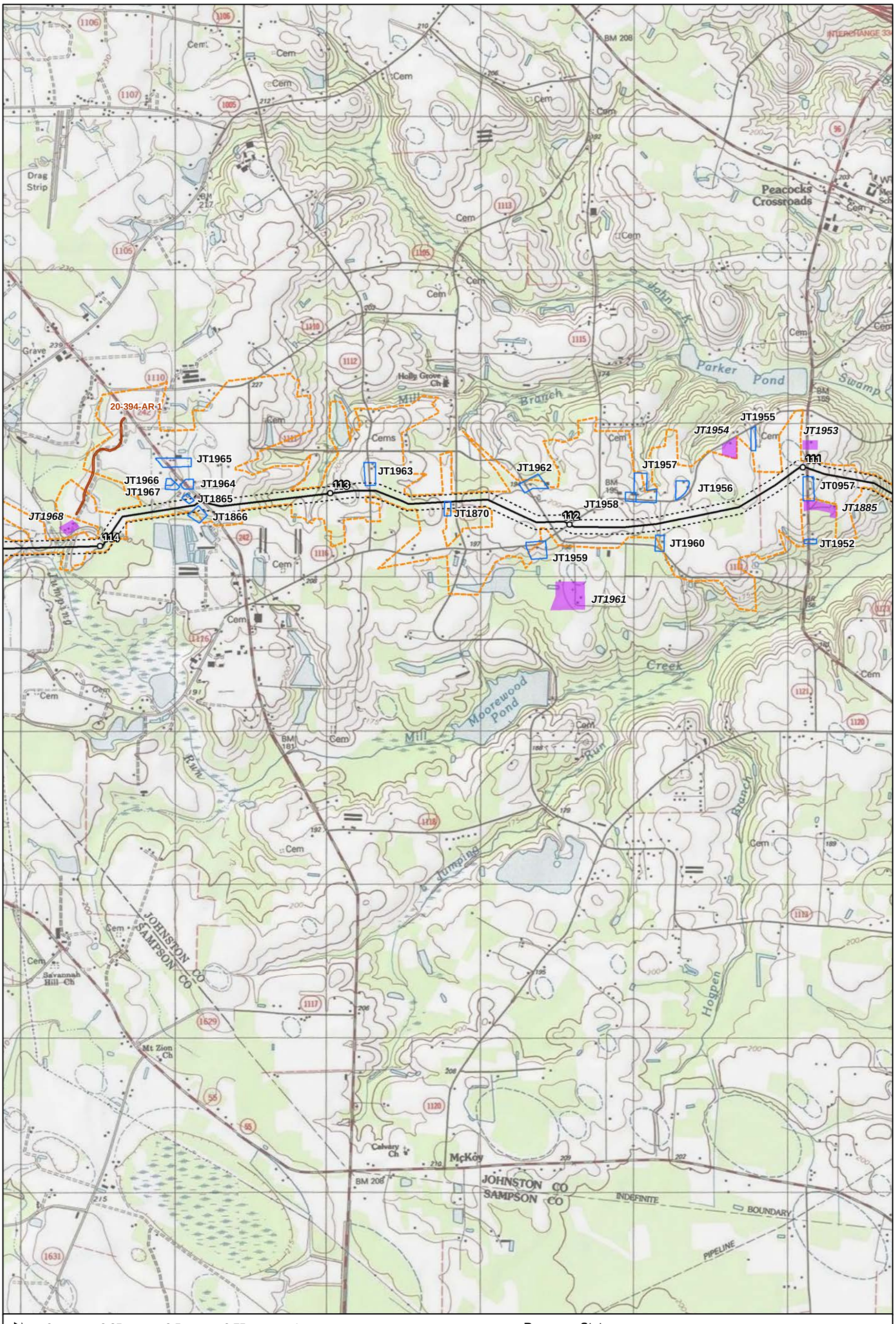
- Corridor Centerline
- Mileposts
- 150 Foot Buffer
- Visual APE
- Contractor Yards
- Access Roads

Resource Status:

- Eligible
- Assumed Eligible
- Ineligible
- Listed
- Not Extant
- National Register Listed Property
- Historic District

Resources Outside APE:

- Ineligible
- Unassessed



0 0.25 0.5 0.75 1 Miles

0 0.25 0.5 0.75 1 Kilometers

Sheet 26 of 42

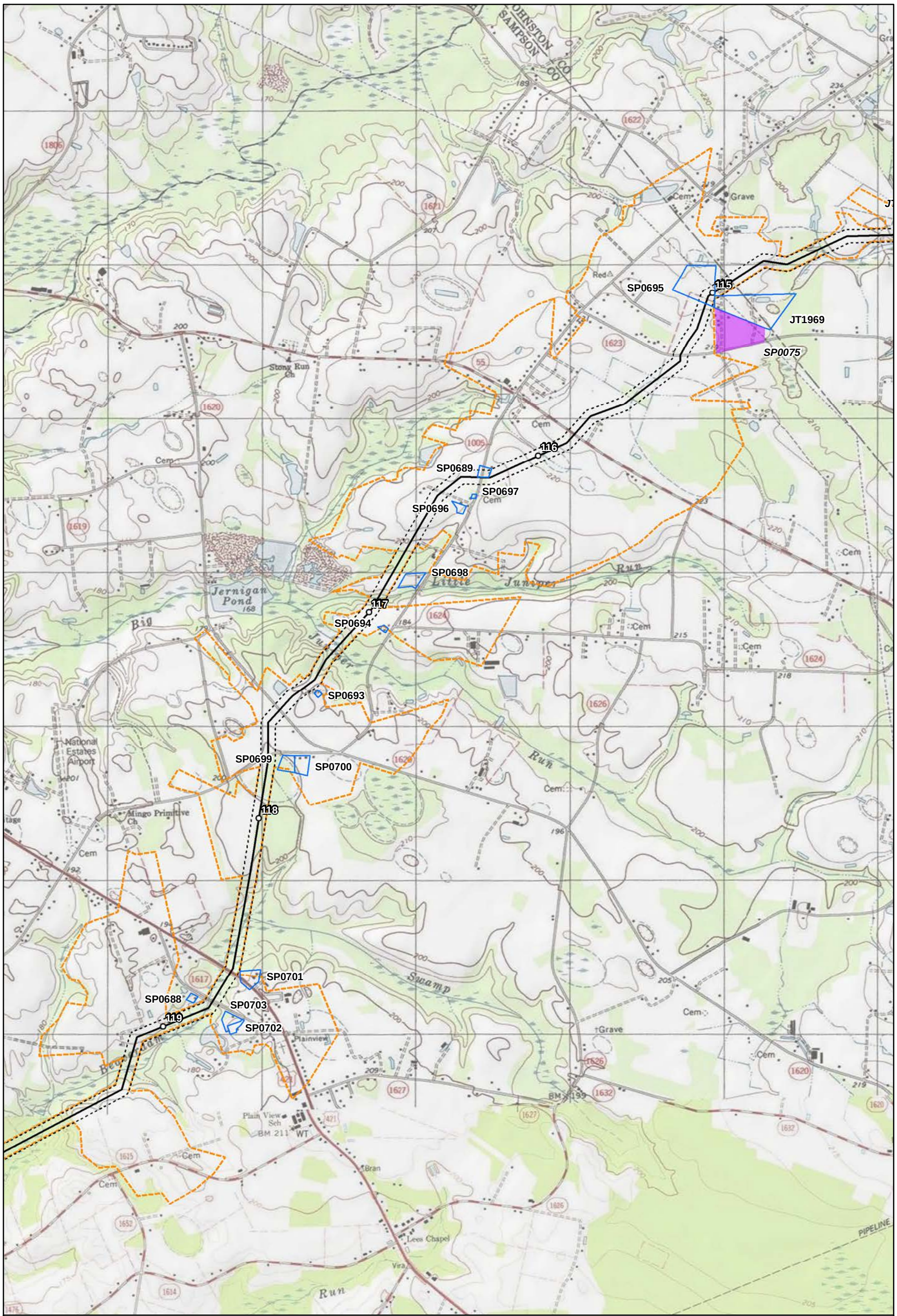
- Corridor Centerline
- Mileposts
- 150 Foot Buffer
- Visual APE
- Contractor Yards
- Access Roads

Resource Status:

- Eligible
- Assumed Eligible
- Ineligible
- Listed
- Not Extant
- National Register Listed Property
- Historic District

Resources Outside APE:

- Ineligible
- Unassessed



0 0.25 0.5 0.75 1 Miles

0 0.25 0.5 0.75 1 Kilometers

Sheet 27 of 42

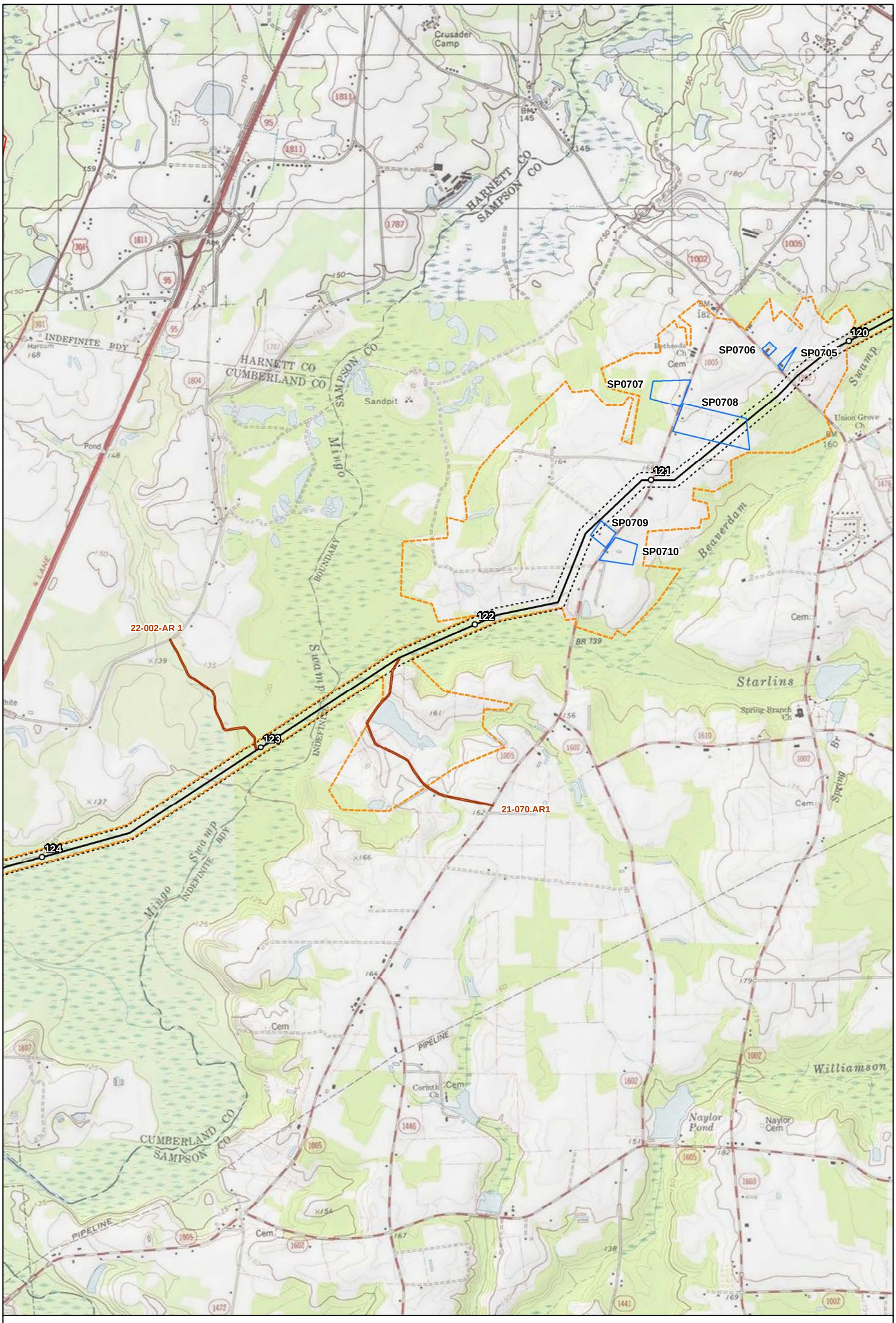
- Corridor Centerline
- Mileposts
- 150 Foot Buffer
- Visual APE
- Contractor Yards
- Access Roads

Resource Status:

- Eligible
- Assumed Eligible
- Ineligible
- Listed
- Not Extant
- National Register Listed Property
- Historic District

Resources Outside APE:

- Ineligible
- Unassessed



0 0.25 0.5 0.75 1 Miles

0 0.25 0.5 0.75 1 Kilometers

Sheet 28 of 42

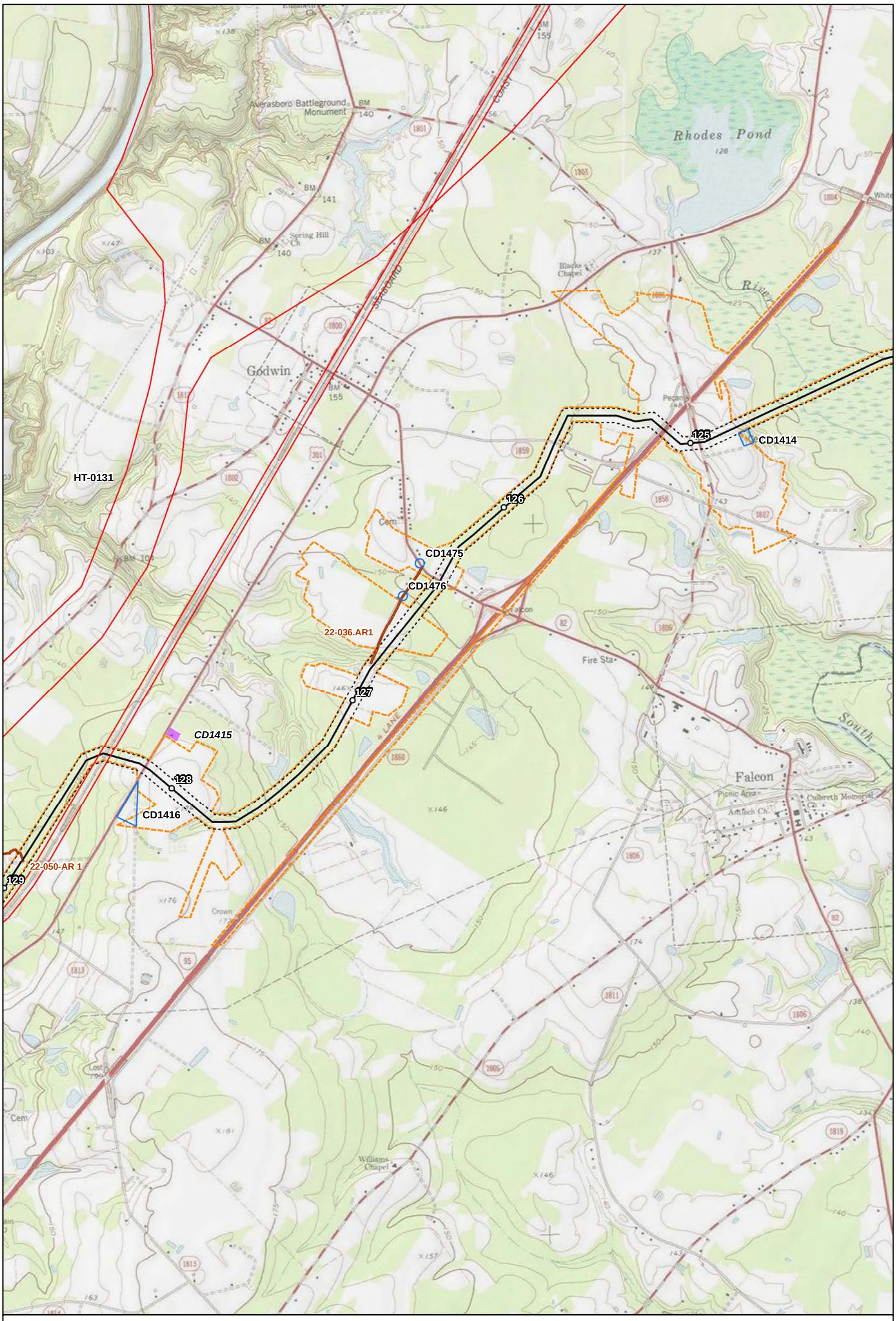
- Corridor Centerline
- Mileposts
- 150 Foot Buffer
- Visual APE
- Contractor Yards
- Access Roads

Resource Status:

- Eligible
- Assumed Eligible
- Ineligible
- Listed
- Not Extant
- National Register Listed Property
- Historic District

Resources Outside APE:

- Ineligible
- Unassessed



0 0.25 0.5 0.75 1 Miles

0 0.25 0.5 0.75 1 Kilometers

Sheet 29 of 42

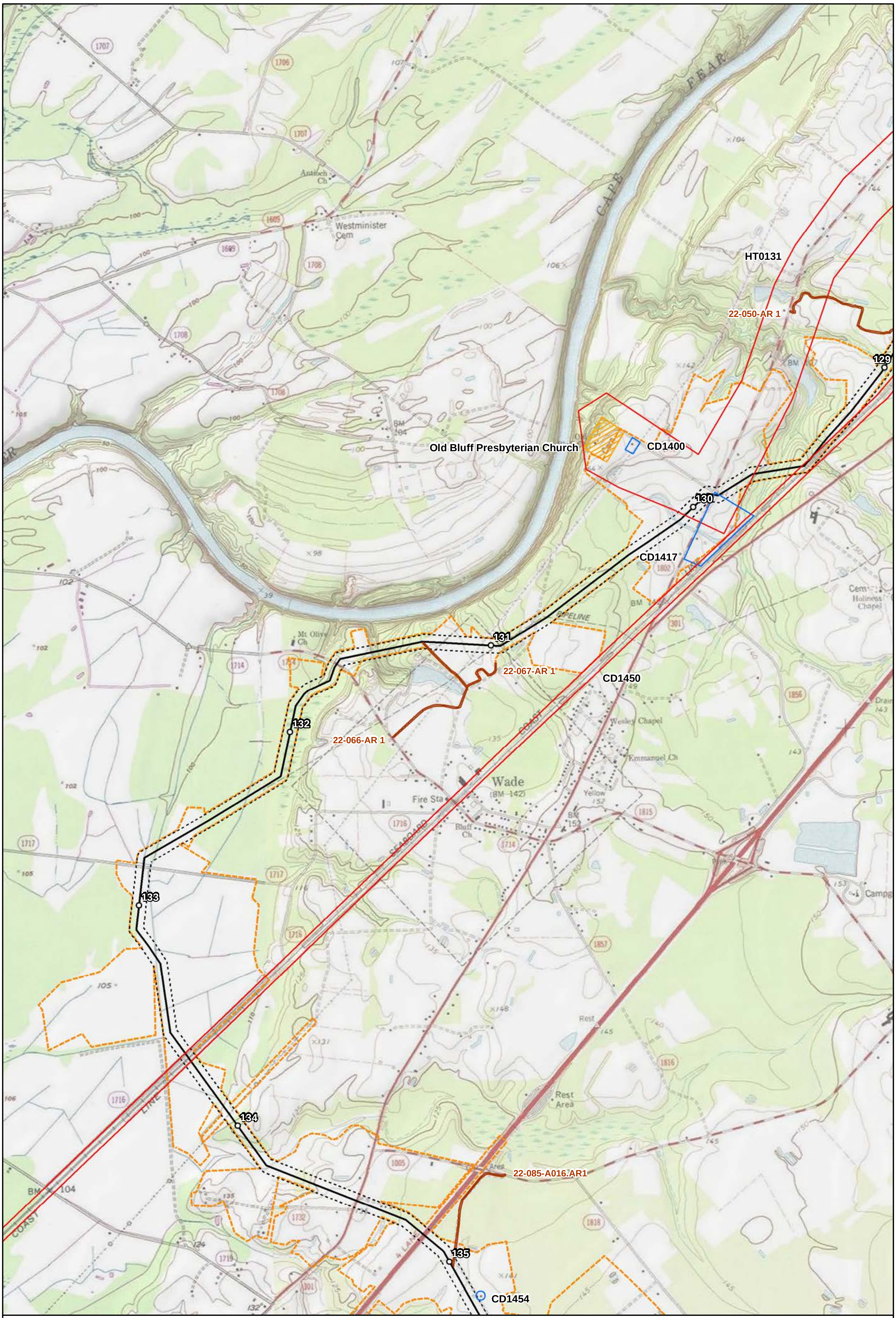
- Corridor Centerline
- Mileposts
- 150 Foot Buffer
- Visual APE
- Contractor Yards
- Access Roads

Resource Status:

- Eligible
- Assumed Eligible
- Ineligible
- Listed
- Not Extant
- National Register Listed Property
- Historic District

Resources Outside APE:

- Ineligible
- Unassessed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22-050-AR 1
129
Old Bluff Presbyterian Church
CD1400
130
CD1417
131
22-067-AR 1
CD1450
132
22-066-AR 1
133
134
22-085-A016.AR1
135
CD1454
CAPE FEAR
Westminister Cem
Antioch Ch
Mt Olive Ch
Wade
Fire Sta
Bluff Ch
Wesley Chapel
Emmanuel Ch
Cem Holiness Chapel
Rest Area
PIPELINE
SEABOARD
COAST LINE

0 0.25 0.5 0.75 1 Miles

0 0.25 0.5 0.75 1 Kilometers

Sheet 30 of 42

Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads

Resource Status:
Eligible
Assumed Eligible
Ineligible
Listed
Not Extant
National Register Listed Property
Historic District

Resources Outside APE:
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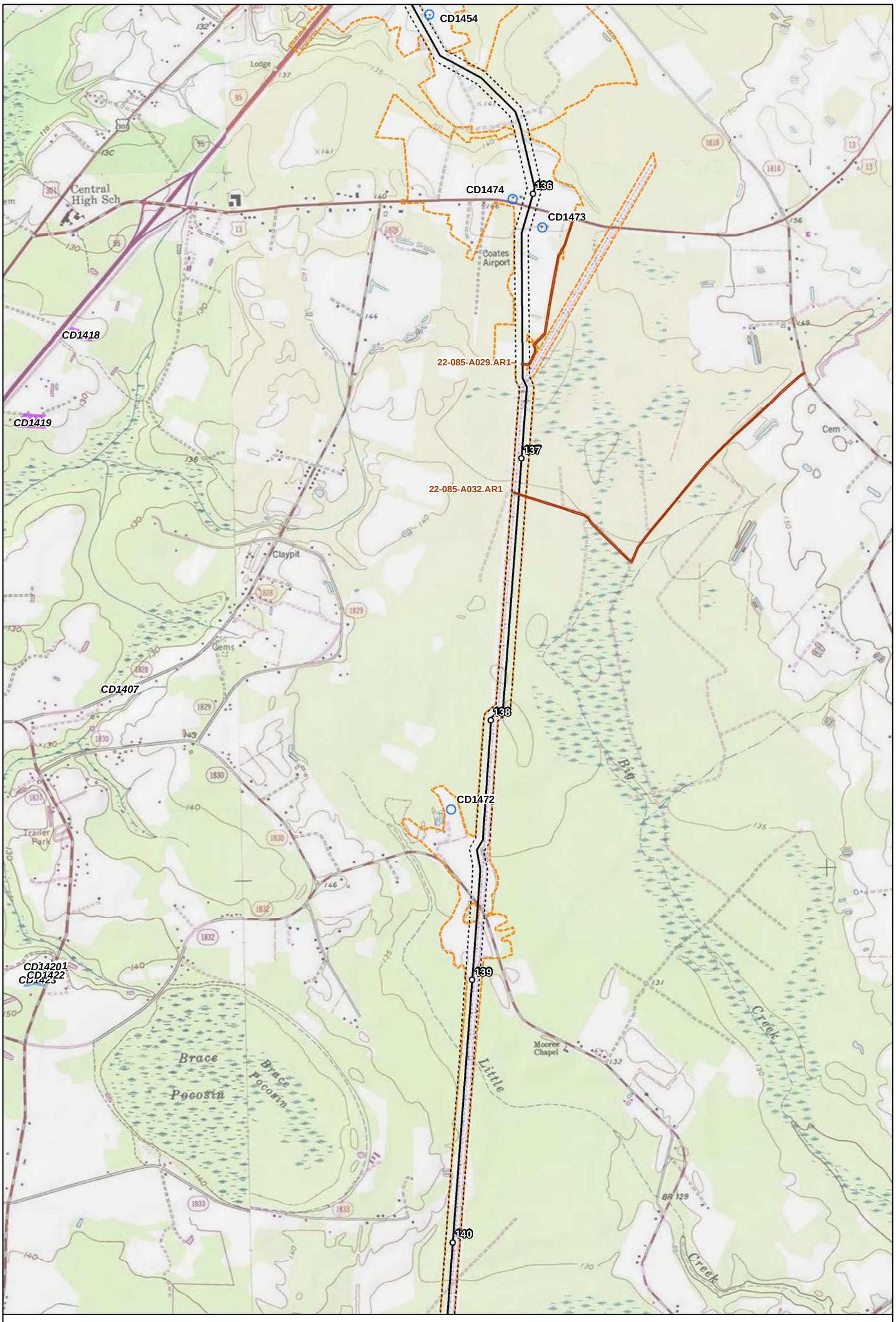
Unassessed


CD1454
CD1474
133
CD1473
CD1418
22-085-A029.AR1
CD1419
137
22-085-A032.AR1
CD1407
138
CD1472
139
CD14201
CD1422
CD1423
140
Central High Sch
Coates Airport
Claypit
Trailer Park
Brace Pocosin
Moores Chapel
Little Creek
Big Creek
Lodge
Cems
Cem
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 31 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
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Assumed Eligible
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Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
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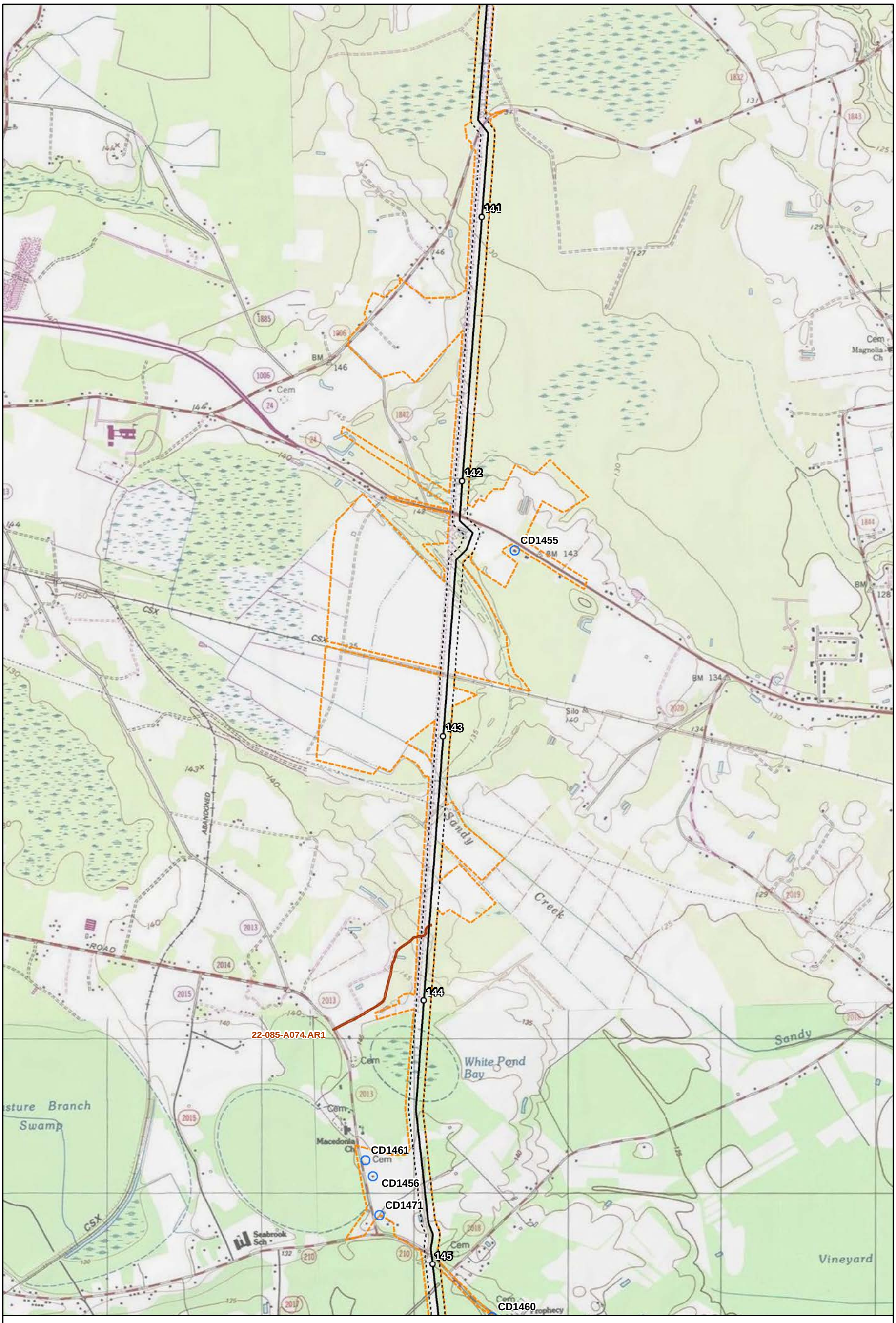
Unassessed


141
142
143
144
145
CD1455
CD1461
CD1456
CD1471
CD1460
22-085-A074.AR1
CSX
ABANDONED ROAD
Sandy Creek
White Pond Bay
Swamp
Seabrook Sch
Macedonia Ch
Cem
BM 143
BM 134
Silo
Vineyard
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 32 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
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National Register Listed Property
Historic District
Resources Outside APE:
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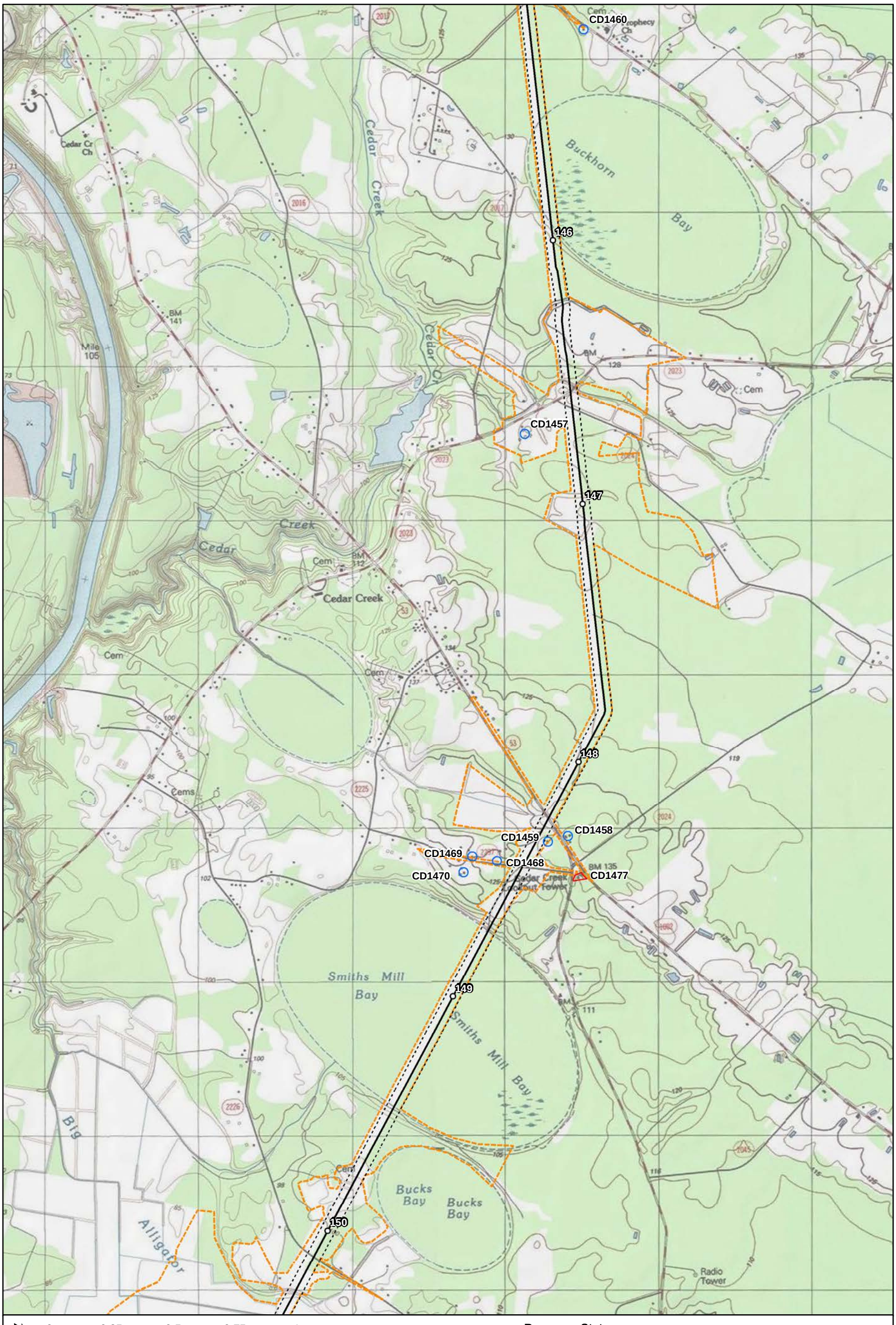
Unassessed


CD1460
146
CD1457
147
148
CD1458
CD1459
CD1469
CD1468
CD1470
CD1477
149
150
Cedar Creek
Buckhorn Bay
Smiths Mill Bay
Bucks Bay
Cedar Creek Lookout Tower
Radio Tower
Mile 105
Cedar Cr Ch
Cem
BM 141
BM 135
Alligator
Big
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 33 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
Eligible
Assumed Eligible
Ineligible
Listed
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
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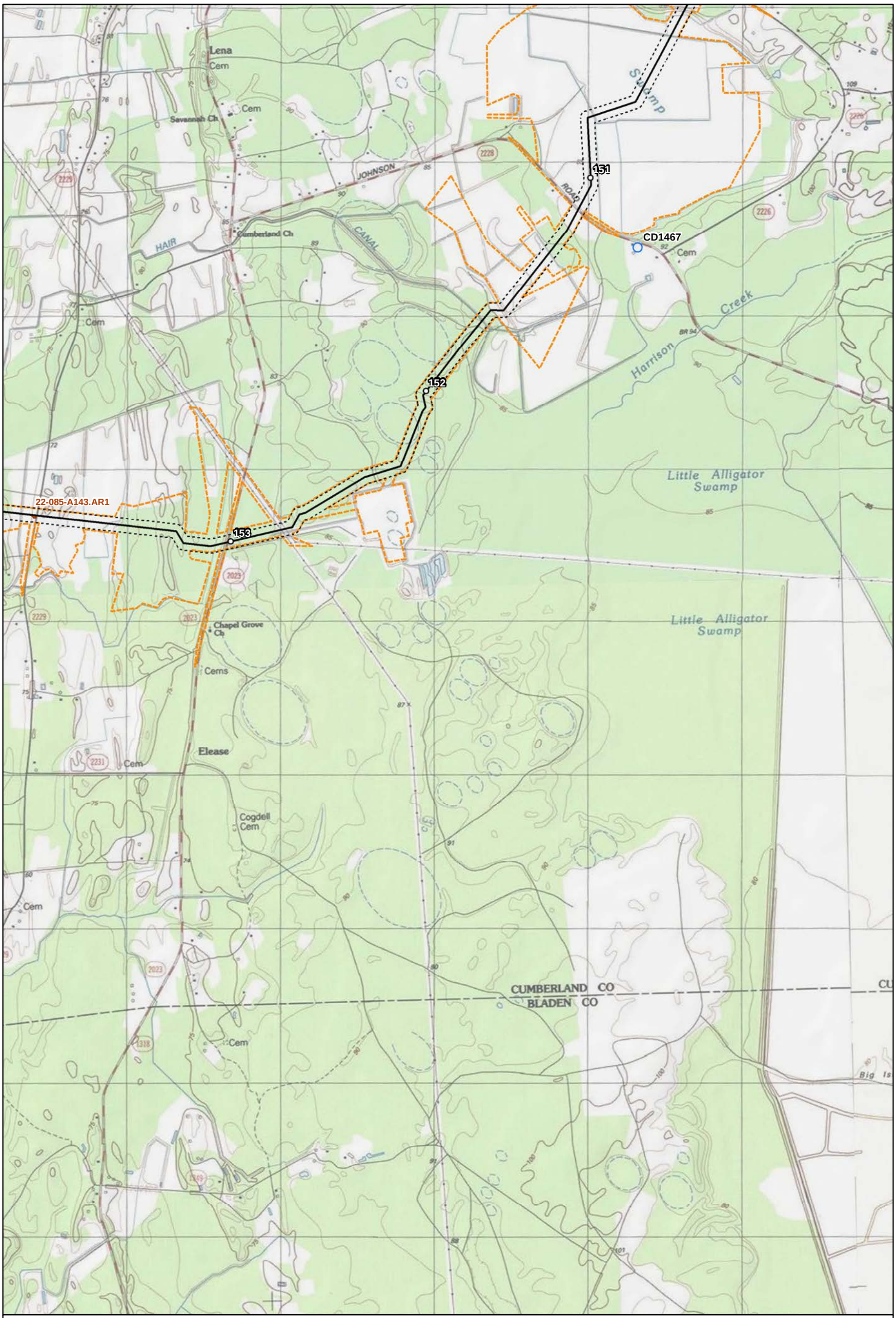
Unassessed



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0 0.25 0.5 0.75 1 Miles

0 0.25 0.5 0.75 1 Kilometers

Sheet 34 of 42

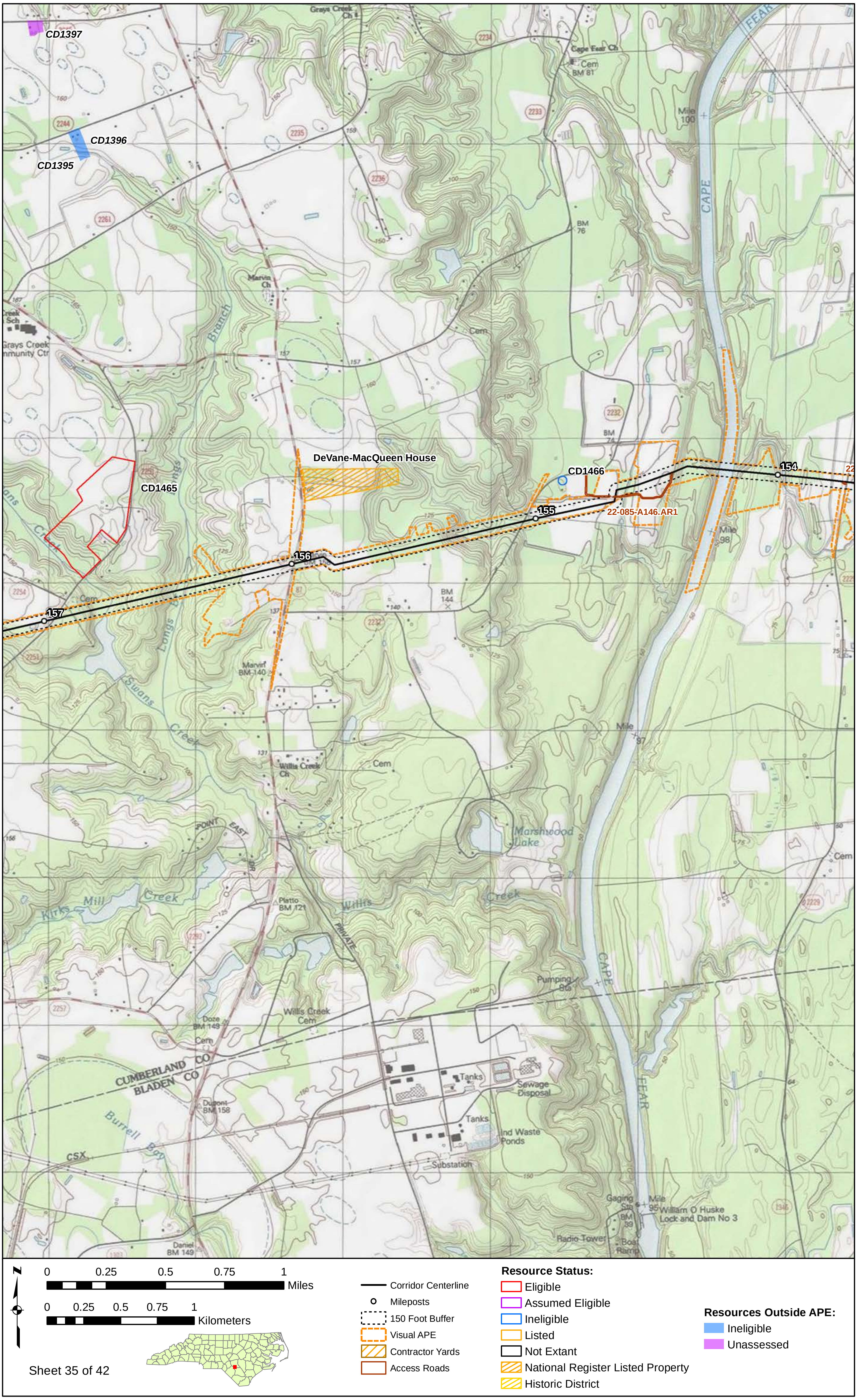
- Corridor Centerline
- Mileposts
- 150 Foot Buffer
- Visual APE
- Contractor Yards
- Access Roads

Resource Status:

- Eligible
- Assumed Eligible
- Ineligible
- Listed
- Not Extant
- National Register Listed Property
- Historic District

Resources Outside APE:

- Ineligible
- Unassessed


CD1397
CD1396
CD1395
CD1465
DeVane-MacQueen House
CD1466
22-085-A146.AR1
154
155
156
157
Grays Creek Ch
Cape Fear Ch
Cem
BM 81
Mile 100
CAPE
FEAR
BM 76
Marvin Ch
Grays Creek Community Ctr
Branch
Longs
Swans Creek
BM 74
Mile 98
BM 144
Marvin BM 140
Mile 97
Willis Creek Ch
Cem
Marshwood Lake
POINT EAST DR
Kirks Mill Creek
Platto BM 121
Willis Creek
PRIVATE
Pumping Sta
Willis Creek Cem
Doze BM 149
Cem
CUMBERLAND CO
BLADEN CO
Dupont BM 158
Tanks
Sewage Disposal
Tanks
Ind Waste Ponds
Burrell Bay
CSX
Substation
Gaging Sta
Mile 95
William O Huske Lock and Dam No 3
BM 39
Radio Tower
Boat Ramp
Daniel BM 149
Cem
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 35 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
Eligible
Assumed Eligible
Ineligible
Listed
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
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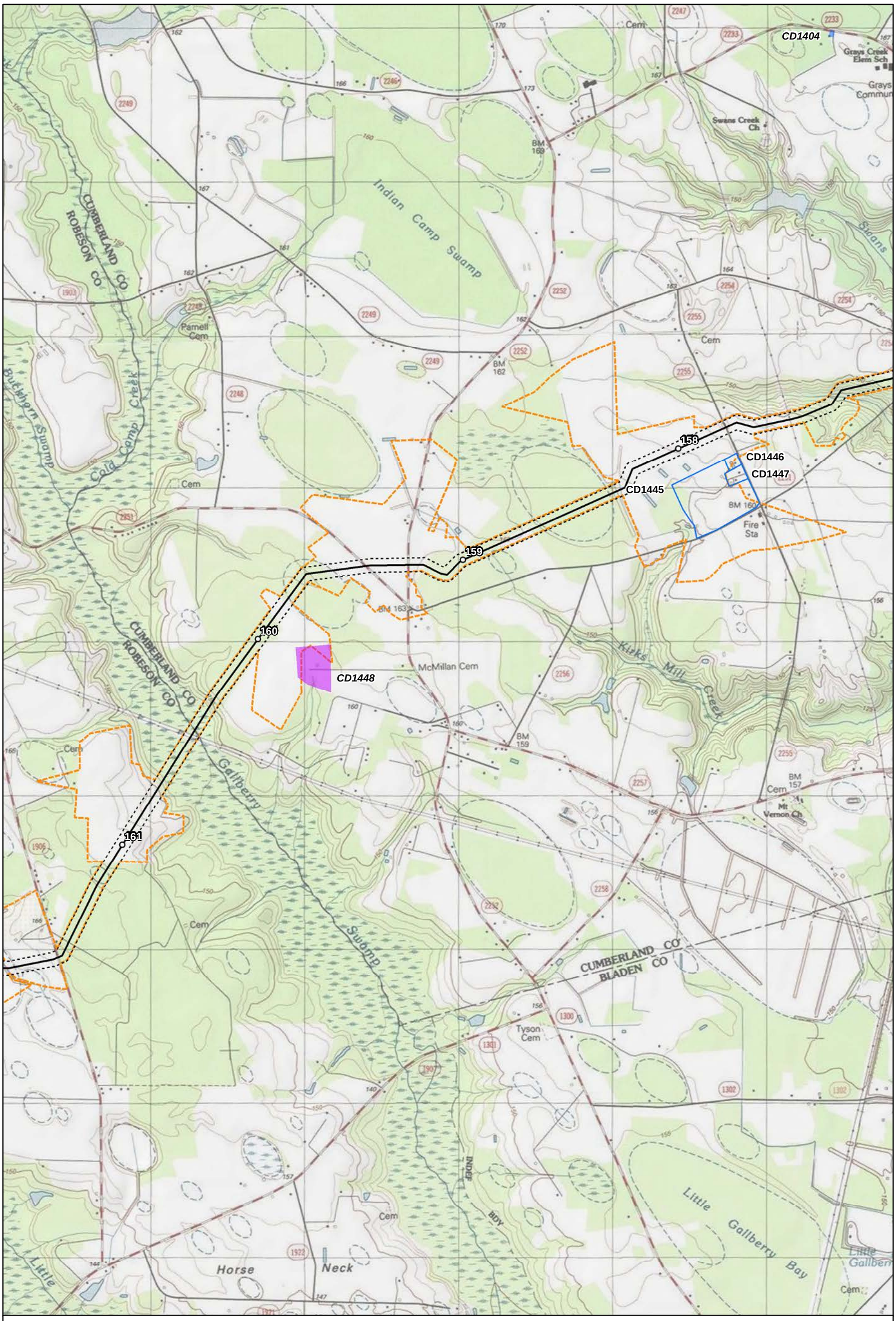
Unassessed


CD1404
CD1446
CD1447
CD1445
CD1448
158
159
160
161
Indian Camp Swamp
Cold Camp Creek
Butlerhorn Swamp
Gallberry Swamp
Kirks Mill Creek
Swans Creek Ch
Grays Creek Elem Sch
Pamell Cem
McMillan Cem
Tyson Cem
Mt Vernon Ch
Fire Sta
BM 169
BM 162
BM 163
BM 160
BM 159
BM 157
CUMBERLAND CO
ROBESON CO
BLADEN CO
Horse Neck
Little Gallberry Bay
INDEX BDY
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 36 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
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Assumed Eligible
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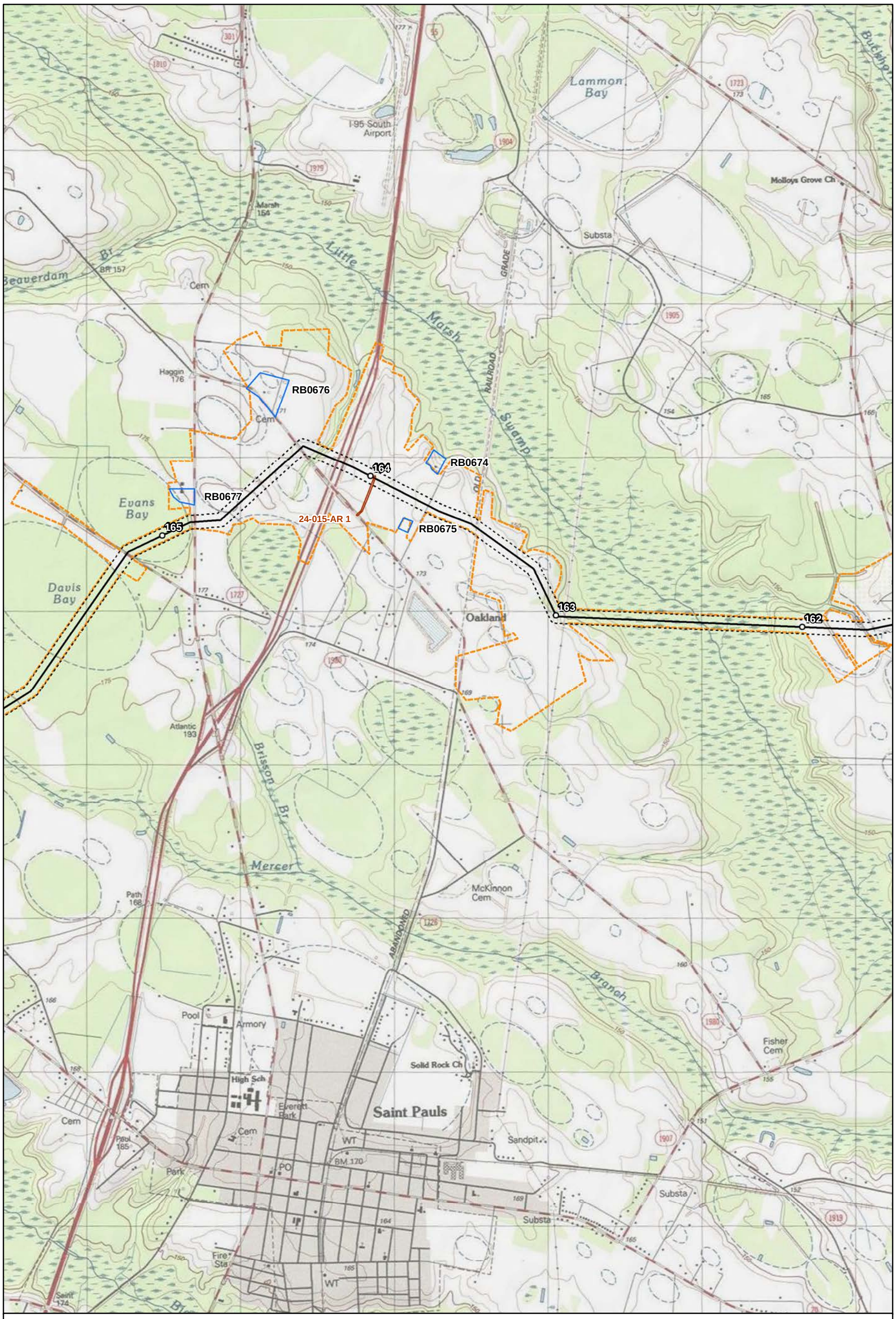
Listed
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
Ineligible
Unassessed


RB0676
RB0677
RB0674
RB0675
24-015-AR 1
164
165
163
162
Lammon Bay
Evans Bay
Davis Bay
Oakland
Saint Pauls
I-95 South Airport
Molloys Grove Ch
Solid Rock Ch
Fisher Cem
McKinnon Cem
Mercer
Little Marsh
Brisson Br
Beauerdam Br
Swamp Branch
RAILROAD GRADE
ABANDONED
Haggin 176
Atlantic 193
Pool
Armory
High Sch
Everett Park
Park
Pool 185
Fire Sta
Saint 174
Sandpit
Substa
Cem
PO
WT
BM 170
Path 168
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 37 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
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Assumed Eligible
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Listed
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
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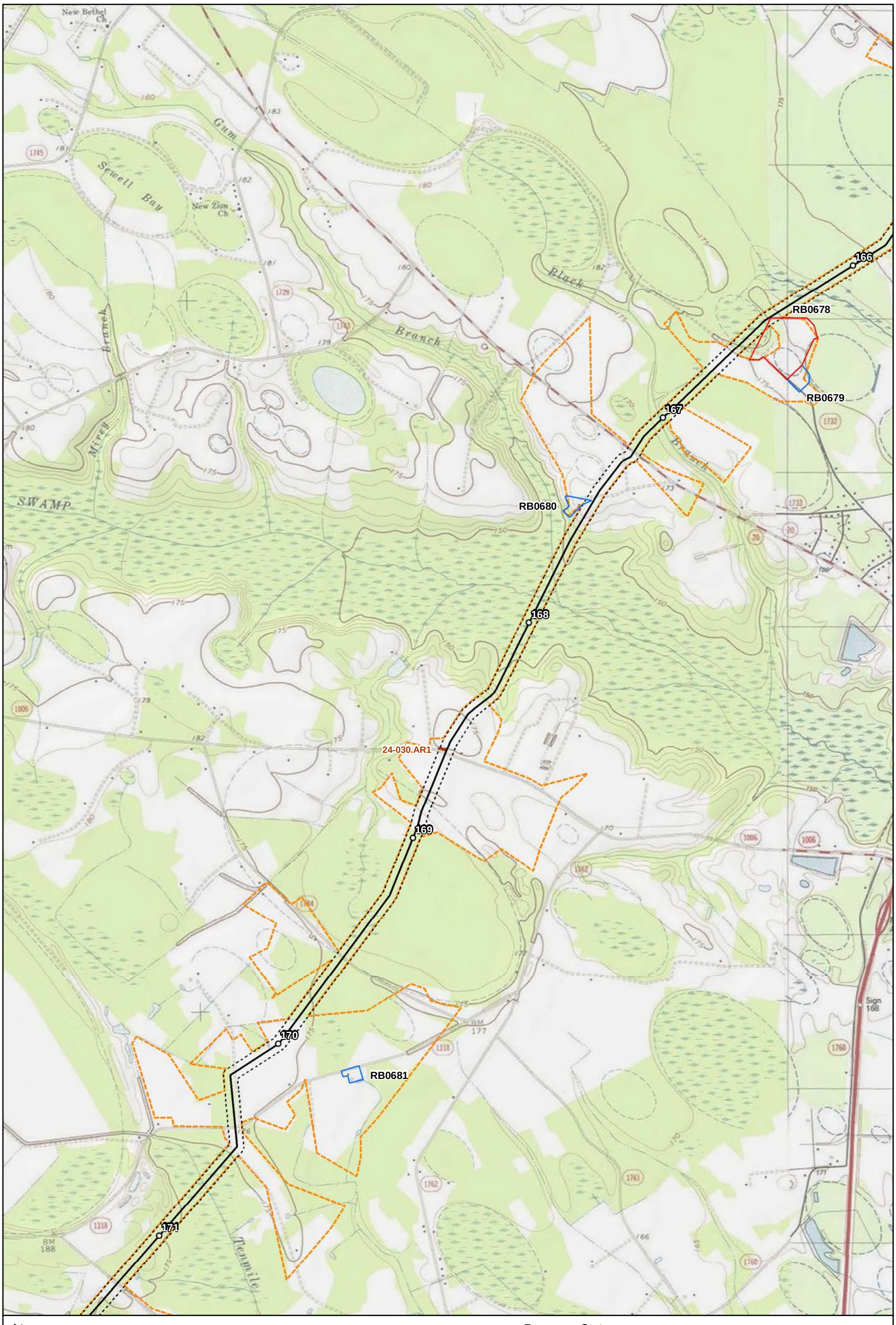
Unassessed



0 0.25 0.5 0.75 1 Miles

0 0.25 0.5 0.75 1 Kilometers

Sheet 38 of 42

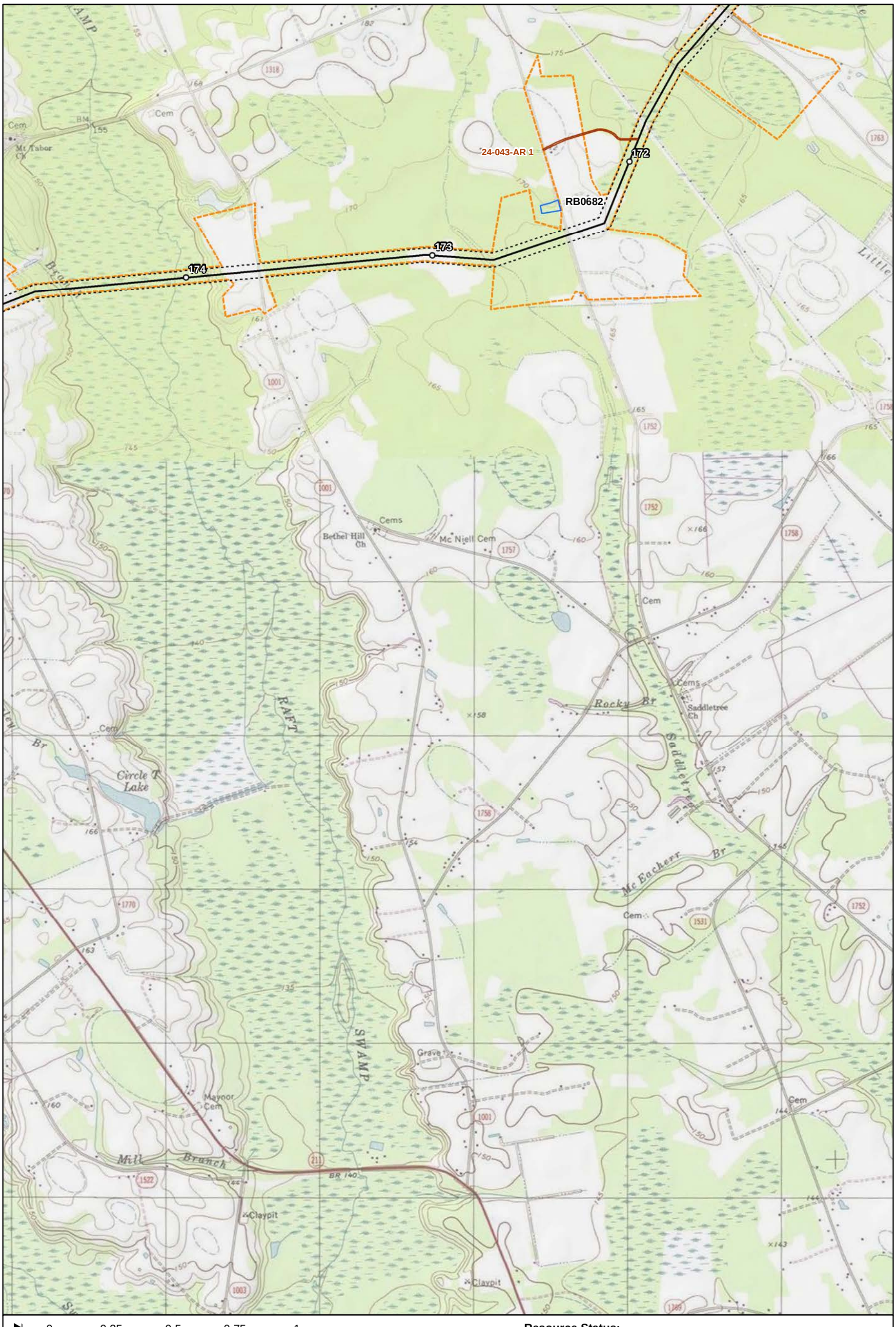
- Corridor Centerline
- Mileposts
- 150 Foot Buffer
- Visual APE
- Contractor Yards
- Access Roads

Resource Status:

- Eligible
- Assumed Eligible
- Ineligible
- Listed
- Not Extant
- National Register Listed Property
- Historic District

Resources Outside APE:

- Ineligible
- Unassessed


24-043-AR 1
RB0682
172
173
174
Cem
Mt Tabor Ch
Bethel Hill Ch
Mc Niell Cem
Cems
Saddletree Ch
Rocky Br
Saddletree Br
Mc Eacherr Br
Circle T Lake
RAFT SWAMP
Mill Branch
Mayoor Cem
Claypit
Grave
BR 140
Little
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 39 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
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Assumed Eligible
Ineligible
Listed
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
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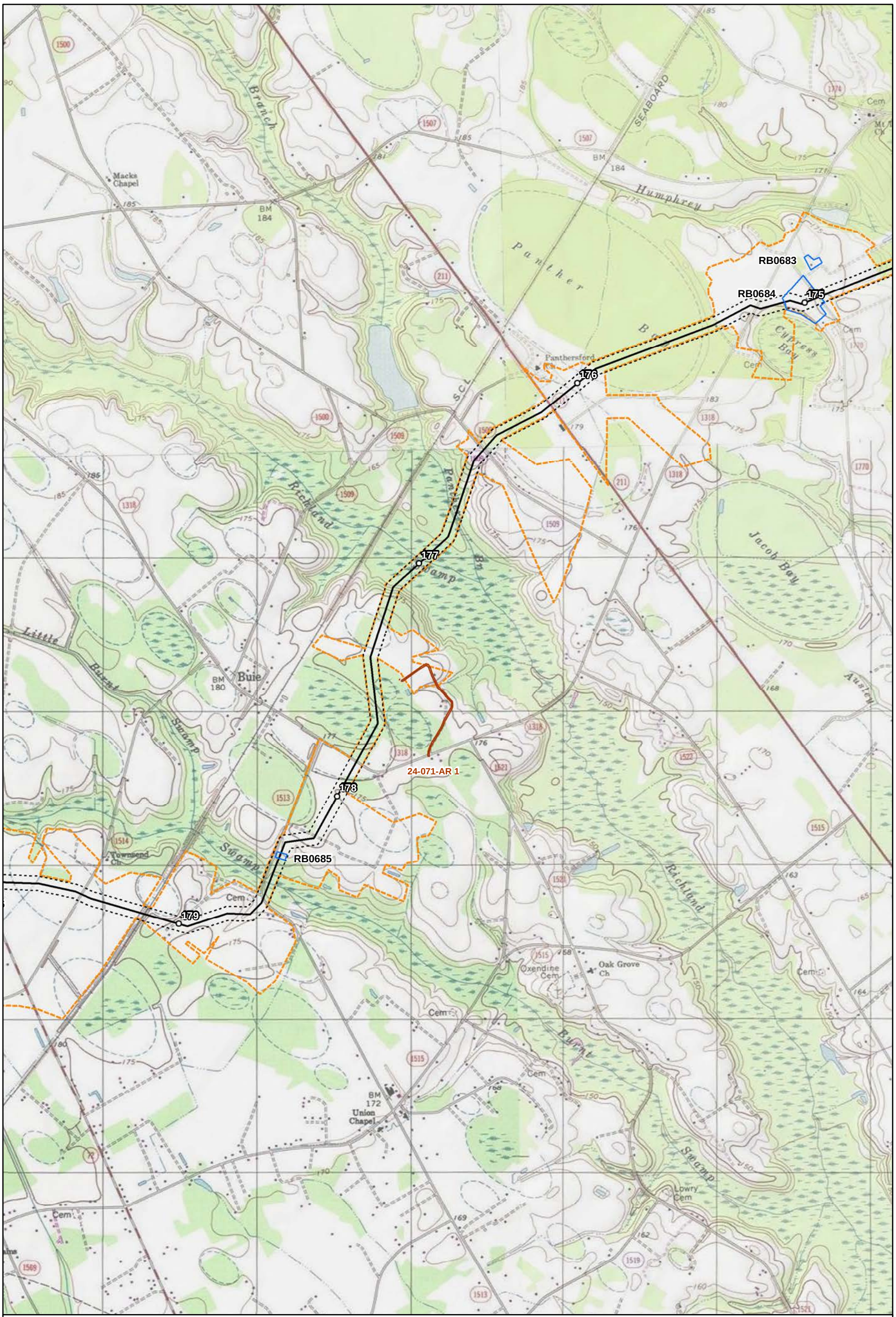
Unassessed


Macks Chapel
Branch
SEABOARD
Humphrey
Panther
Panthersford
Cypress Bay
Richland
Swamp
Jacob Bay
Little Burnt
Buie
Townsend Ch
Oxendine Cem
Oak Grove Ch
Union Chapel
Lowry Cem
Austen
RB0683
RB0684
RB0685
24-071-AR 1
175
176
177
178
179
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 40 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
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Assumed Eligible
Ineligible
Listed
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
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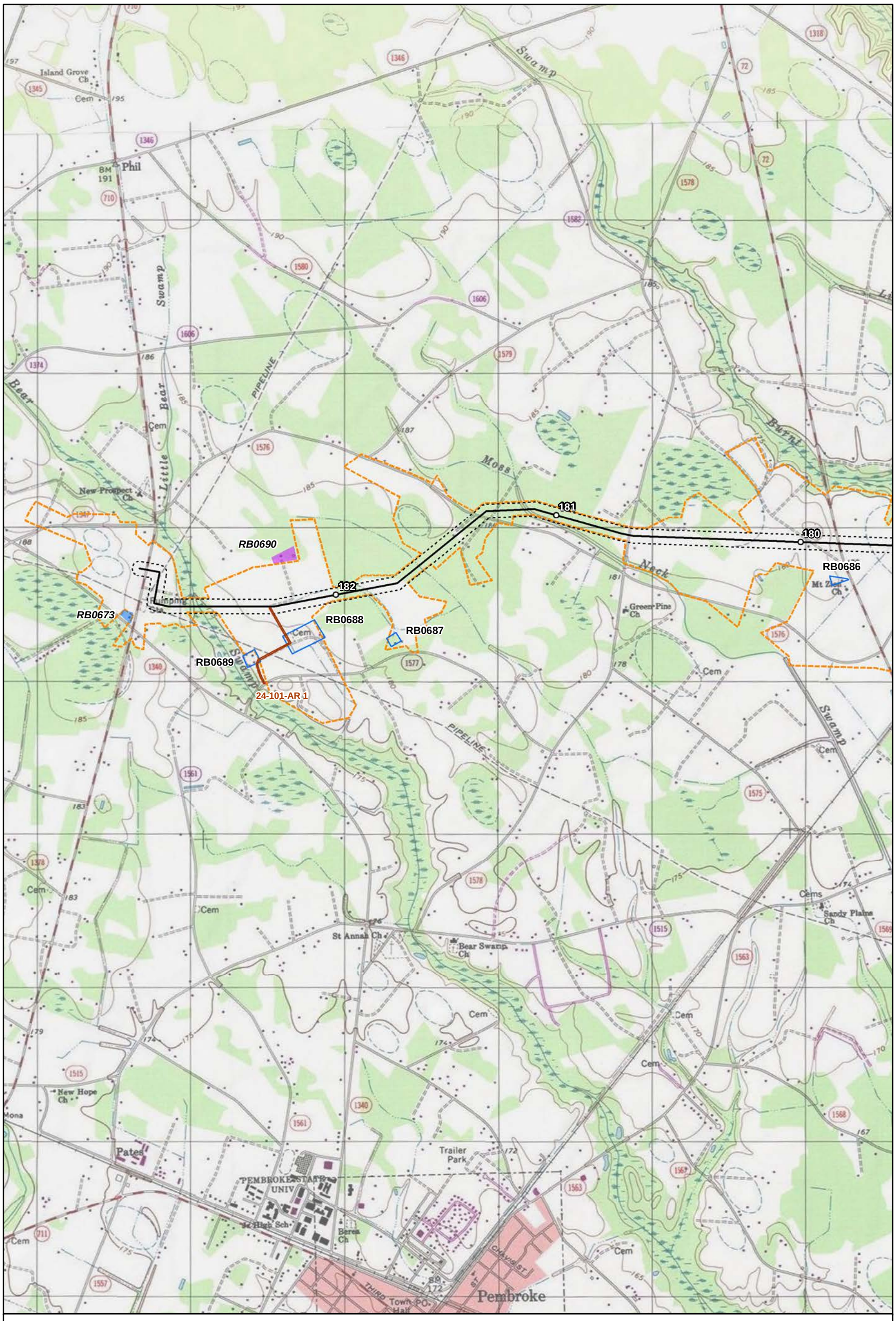
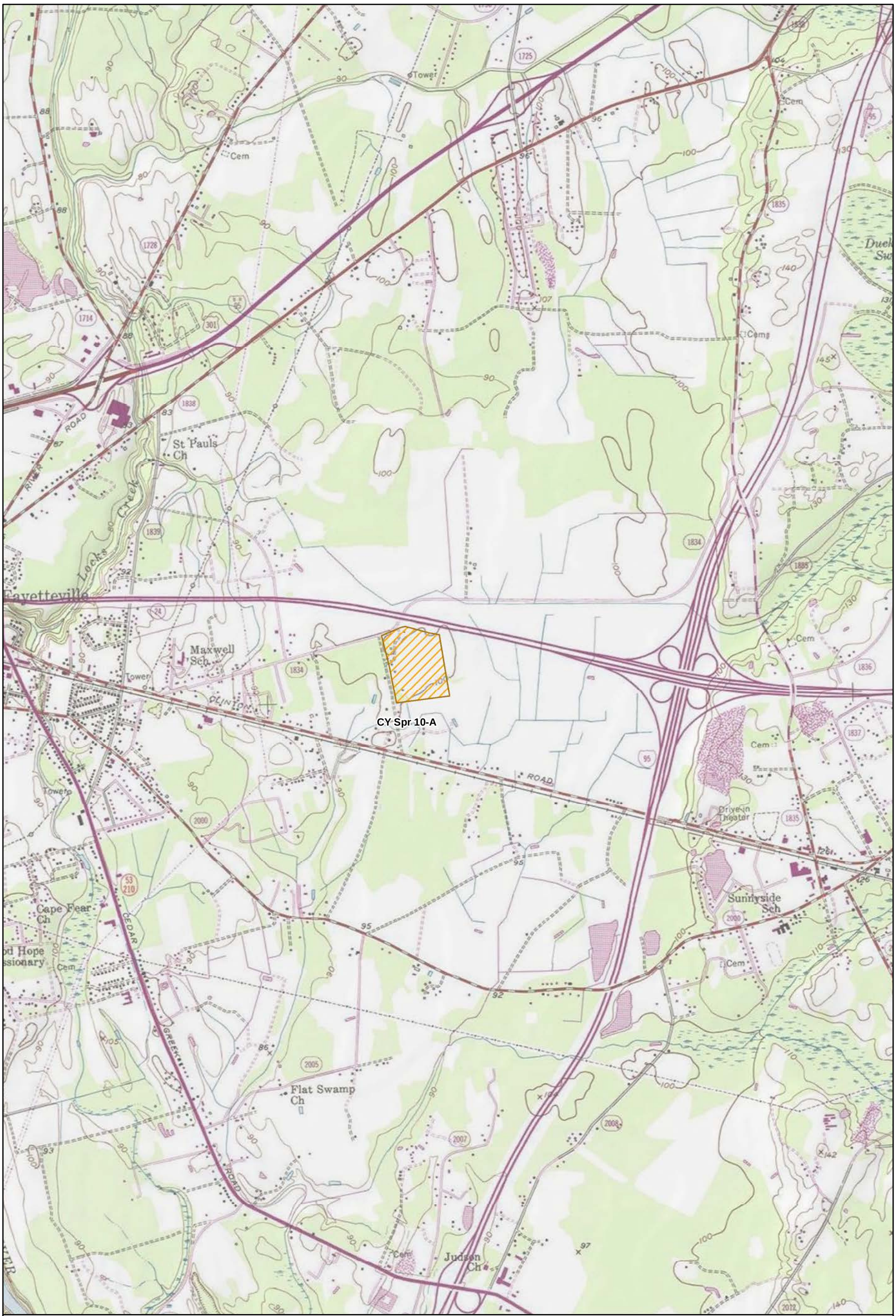
Unassessed


Island Grove Ch
Cem
Phil
BM 191
Swamp
Bear Swamp
PIPELINE
Little Bear Swamp
New Prospect Ch
Moss Neck
Burnt
RB0690
RB0673
RB0688
RB0687
RB0689
24-101-AR 1
181
182
180
RB0686
Mt Zion Ch
Green Pine Ch
Lumpkins
St Annas Ch
Bear Swamp Ch
Sandy Plains Ch
New Hope Ch
Mona
Pates
PEMBROKE STATE UNIV
Trailer Park
Berea Ch
Pembroke
Town Hall
P.O.
Cems
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 41 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
Eligible
Assumed Eligible
Ineligible
Listed
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
Ineligible
Unassessed


CY Spr 10-A
St Pauls Ch
Maxwell Sch
Cape Fear Ch
Flat Swamp Ch
Judson Ch
Sunnyside Sch
Drive-in Theater
Fayetteville
Locks Creek
CLINTON ROAD
GREEN ROAD
Tower
Cem
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 42 of 42
Corridor Centerline
Mileposts
150 Foot Buffer
Visual APE
Contractor Yards
Access Roads
Resource Status:
Eligible
Assumed Eligible
Ineligible
Listed
Not Extant
National Register Listed Property
Historic District
Resources Outside APE:
Ineligible
Unassessed

APPENDIX B – RESOURCE PHOTOGRAPHS

Photo 1. CD1450 (Fayetteville Cutoff), facing west.

Photo 2. CD1477 (Cedar Creek Fire Tower), facing northeast.

Photo 3. CD1477 (Cedar Creek Fire Tower), facing northeast.

Photo 4. HT0131, Averasboro Battlefield Potential National Register Boundary area from the proposed Project corridor, facing northeast.

Photo 5. HX0021, view to east.

Photo 6. HX0021, view to west.

Photo 7. HX0021, facing northeast.

Photo 8. HX0021, facing southwest.

Photo 9. HX0021, house, facing northeast.

Photo 10. HX0021, barn, facing north.

Photo 11. HX0021, shed, facing north-northeast.

Photo 12. HX0021, equipment shed, facing north-northeast.

Photo 13. HX0021, milking barn, facing northeast.

Photo 14. HX0021, corn and equipment barn, facing east-northeast.

Photo 15. HX0021, accessory building, facing south-southwest.

Photo 16. HX0021, chicken house, facing east.

Photo 17. HX0021, amphitheater, facing east.

Photo 18. HX0021, smokehouse, facing north.

Photo 19. HX0021, barn door on smokehouse, facing south.

Photo 20. HX0021, smokehouse cannery shed, facing east.

Photo 21. HX0021, pumphouse, facing east.

Photo 22. HX0021, wash room/laundry, facing northeast.

Photo 23. HX0021, wash room/laundry, shed roof addition, facing north-northwest.

Photo 24. HX0021, picnic area, facing south-southwest.

Photo 25. HX0021, wooden bridge, facing south-southeast.

Photo 26. HX0227, main house, facing east.

Photo 27. HX0227, main house, facing northeast.

Photo 28. HX0227, accessory structures, facing east-northeast.

Photo 29. HX0227, rear accessory structures, facing southeast.

Photo 30. HX0227, rear accessory structure, facing east.

Photo 31. HX0227, rear accessory structure, facing northeast.

Photo 32. HX0227, rear accessory structure, facing southeast.

Photo 33. HX0228, birdhouse, and HX0229, pack house, facing northwest.

Photo 34. HX0228, birdhouse, facing west.

Photo 35. HX0229, facing northwest.

Photo 36. HX0229, facing north-northwest.

Photo 37. HX0229, facing southwest.

Photo 38. HX0229, facing southwest.

Photo 39. HX1556 (Allen Grove Rosenwald School), facing east.

Photo 40. HX1556 (Allen Grove Rosenwald School), facing northwest.

Photo 41. JT1355, Bentonville Battlefield Potential National Register Boundary area from the proposed Project corridor, facing northwest.

Photo 42. JT1355, tree line adjacent to Bentonville Battlefield Potential National Register Boundary area from the proposed Project corridor, facing west-southwest.

Photo 43. JT1860 (Smithfield Fire Lookout Tower), fire tower base, facing northwest.

Photo 44. JT1860 (Smithfield Fire Lookout Tower), facing northwest.

Photo 45. JT1860 (Smithfield Fire Lookout Tower), fire tower observation box, facing west-southwest.

Photo 46. JT1860 (Smithfield Fire Lookout Tower), outbuilding, facing west-northwest.

Photo 47. JT1860 (Smithfield Fire Lookout Tower), equipment shed facing northwest.

Photo 48. JT1920, facing east-southeast.

Photo 49. JT1920, accessory structure 1, facing east-southeast.

Photo 50. JT1920, log cabin, facing southeast.

Photo 51. JT1920, accessory structure 2, facing southeast.

Photo 52. JT1920, tobacco packhouse, facing east-southeast.

Photo 53. NS0650, house, facing northeast.

Photo 54. NS0650, house, facing north.

Photo 55. NS0650, house, facing west.

Photo 56. NS0650, house, facing south.

Photo 57. NS0650, house, well, and propane tank, facing southeast.

Photo 58. NS0650, cabin, facing north.

Photo 59. NS0650, cabin, facing northwest.

Photo 60. NS0650, cabin, facing south.

Photo 61. NS0650, cabin, facing east.

Photo 62. NS0650, summer kitchen, facing northeast

Photo 63. NS0650, summer kitchen, facing northwest.

Photo 64. NS0650 summer kitchen, facing northeast.

Photo 65. NS0650, carport, facing northwest.

Photo 66. RB0678, house, facing northwest.

Photo 67. RB0678, shed, facing north.

Photo 68. RB0678, tobacco barn, facing north.

Photo 69. RB0678, pole shelters, facing northeast.

Photo 70. RB0678, agricultural/storage outbuilding, facing north.

Photo 71. RB0678, agricultural/storage outbuilding, facing north.

APPENDIX C – RESUME OF PRINCIPAL INVESTIGATOR

Laura Voisin George

Architectural Historian, Cultural Resources

Laura Voisin George is a Consultant within ERM based in Atlanta.

Ms. Voisin George's background combines in-the-field experience of surveying historic structures, both to determine their eligibility for listing in the National Register of Historic Places and also to assess their physical condition and appropriate treatment options, with the academic experience of teaching university undergraduate history and urban planning courses. She holds a Master of Architectural History and Certificate in Historic Preservation from the University of Virginia. She has conducted baseline survey for historic structures, cultural landscapes and viewsheds, determinations of historic significance, re-evaluations of existing resources, and impact assessment. Ms. Voisin George also has expertise in archival research, and developing historic contexts for historic resources.

Her publications and conference presentations have specialized in cultural succession and reinterpretations of a place's history by subsequent occupants, and the use of archaeological evidence with archival documentation and oral history to challenge conventional assumptions about historical patterns.

Ms. Voisin George has 4 years of experience in the field of historic structures survey and assessment. She has evaluated a wide range of buildings, including regional design influences in the Mid-Atlantic and Southeastern United States and in Southern California, for high-style structures listed in the National Register of Historic Places (NRHP) as well as utilitarian and vernacular buildings, and landscapes.

Professional Affiliations & Registrations

- Society of Architectural Historians
- Vernacular Architecture Forum

Fields of Competence

- Impact Assessment for Cultural Heritage
- Historic Structures Survey
- Preparation of Historic Contexts for the Built Environment

Education

- Master of Architectural History. University of Virginia, Charlottesville, Virginia, USA. 2010
- Certificate in Historic Preservation, University of Virginia , Charlottesville, Virginia, USA. 2010
- Bachelor of Science, Planning and Development. University of Southern California, Los Angeles, California, USA. 2006.

Training

- Virginia Forum (panel moderator), Salem, Virginia, USA. 2012; Lexington, Virginia, USA. 2011
- Southeast Society of Architectural Historian Annual Conference, Jackson, Mississippi, USA. 2009
- Victorian Society Summer School, Studies in Architecture, Decorative and Fine Arts, Design and Landscape, Newport, Rhode Island, USA. 2009
- Society of Architectural Historians Annual Conference, Pasadena, California, USA. 2009

Publications

"A Good Life: Turn of the 19th-Century Strategies in Albemarle County and Beyond" (co-written with Dr. Alison Bell), *Papers from Upland Archaeology in the East Symposium XI*, compiled by Clarence R. Geier, James Madison University, Harrisonburg, Virginia, 2014.

"Surveying the Past: Virginia archaeological team uncovers layers of meaning in a Jeffersonian map from The Huntington," Huntington Library *Frontiers*, Spring/Summer 2010

Key Projects

Gulf Xpress Project, Union and Grenada Counties, Mississippi, and Gulf Xpress Project, Davidson and Wayne Counties, Tennessee, Phase I Cultural Resources Reports, Columbia Gulf Transmission, 2015
Architectural Historian
Ms. Voisin George planned and conducted field survey, identifying previously-undocumented historic structures in the APE of proposed compressor stations, performed determinations of eligibility for the National Register of Historic Places (NRHP) for the newly-identifed resources, and assessed potential project impacts.

Remington Pratts Gordonsville Transmission Line, U.S.A., Dominion Virginia Power, 2015
Architectural Historian
Ms. Voisin George conducted field assessments of previously-listed historic structures and sites within the project's area of potential effect (APE), with consultation with the Virginia Department of Historic Resources (Virginia's State Historic Preservation Office) for clarification of Civil War battlefield boundaries, documented their viewshed toward the proposed transmission line corridor and performed determinations of the proposed project's impact.

Atlantic Coast Pipeline, Phase I Report, Dominion Transmission Inc., 2015
Architectural Historian
Ms. Voisin George researched and drafted the Phase I Report's statewide historic context sections for project areas in Virginia, West Virginia, and North Carolina.

Pre-execution Cultural Resource Survey, Enbridge 2014-2015,
Architectural Historian
Ms. Voisin George conducted field survey of previously-listed historic resources and the identification of previously-undocumented historic structures within the project's potential APE, in consultation with the Wisconsin Historical Society (Wisconsin's State Historic Preservation Office), and performed an assessment of project effects.

Los Angeles Regional Interoperable Communications System, Phase I, ASM Affiliates for LA-RICS Joint Powers Authority, 2013
Architectural Historian
Ms. Voisin George conducted field assessments of previously-listed historic resources and sites within the APE of potential emergency equipment installations across Los Angeles County, and performed assessments of visual impact for the installation of a system of monopole equipment and lattice towers for a dedicated broadband emergency communications system.