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United States Department of the Interior
National Park Service

National Register of Historic Places Multiple Property Documentation Form

This form is for use in documenting multiple property groups relating to one or several historic contexts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. For additional space use continuation sheets (Form 10-900-a). Type all entries.

A. Name of Multiple Property Listing

Historic and Architectural Resources of Plymouth, North Carolina

B. Associated Historic Contexts

I. Plymouth's Formation and Growth in the Early-19th Century and the Antebellum Period: An Era Brought to a Devastating End by the Civil War, 1787-1865

II. Postwar Recovery and the Steady Growth of the Small Port Town on the Roanoke River, 1866-1930

III. The Opening Stage of A Twenty-Year Boom Period: North Carolina Pulp Company Establishes a Plant in Plymouth, 1931-1941

C. Geographical Data

City Limits of Plymouth, North Carolina

☐ See continuation sheet

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation.

William D. Paul, Jr. — Dec. 7, 1990

Signature of certifying official — Date

State or Federal agency and bureau

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper of the National Register — Date

E. Statement of Historic Contexts

Discuss each historic context listed in Section B.

NOTE: Whenever a building is noted or discussed in parts E and F of this form and when it is in the Plymouth Historic District the identifying number from the inventory list will be added in parentheses as follows: "Hornthal-Owens Building(#1)". The street address will also be provided where it is pertinent to the discussion. Whenever a building that is not located in the Plymouth Historic District is discussed in parts E and F of this form and when that building/site was recorded in the field survey the survey site number will be provided as follows: "National Handle Company Factory(WH11)". The street address will also be provided where it is pertinent to the discussion.

[X] See continuation sheet

AN INTRODUCTORY OVERVIEW: 1787-1941

While settlement in the greater area on the south shore of the Albemarle Sound dates to the closing decades of the 17th century, the formation of Washington County and the town of Plymouth on the Roanoke River occurred within a few years of each other at the end of the 18th century. Through the Revolutionary period the area was known as Moratoc, honoring the tribe of Indians that farmed the land and fished the waters that formed the tributaries of the great Albemarle Sound. Morratock, as a term, remained a part of the local vocabulary well into the 20th century, having given its name to the Baptist Church that was the site of the first religious services near present-day Plymouth.

Plymouth, established in 1787, is located in the extreme west/northwest edge of Washington County. The town is located on the south side of the Roanoke River. The north side of the river is occupied by forested swamp. The Bertie/Washington County line carries down the middle of the river. It became the county seat in 1823 and has remained so to the present: the county court house is situated within two miles of the Washington/Martin County line to the west.

Washington County is twelve years the junior of Plymouth. It was established in December, 1799, just a few days before 13 December 1799, the death date of George Washington for whom it was named. In the last decades of the 17th century, when the first settlement occurred in what is now Washington County, the area was a part of the Chowan Precinct in Albemarle County. It remained a part of Chowan Precinct until 1722 when Bertie County was established. Its history as a part of Bertie County was short-lived for in 1729 Tyrrell County was formed from "...that part of Albemarle County, lying on the South side of Albemarle Sound, and Moratuck (Roanoke) River...". In 1799 Washington County was formed from Tyrrell County and, excepting some minor adjustments, its boundaries have remained the same to the present. Courts were held at Lee's Mill until 1823 when the courthouse was moved to Plymouth.(1)

According to local tradition and an unpublished history of the county there were trading operations here at the place that became Plymouth in the first decades of the 18th century. They revolved around the "Brick House" that appears to have been a store house for goods. There is the possibility that the "Brick House" was erected as early as 1711. It was

standing by 1738 when it appears on James Wimble's map. Presumably, that "Brick House" was erected on lands then or later belonging to the Rhodes Family, headed by William Rhodes, who had owned land in the area that became Plymouth in the 1720's. Whether the Brick house came first or was erected under the sponsorship of the family remains undetermined. However, the term was used to denote Rhodes' grandson's major holding--the Brick House Plantation--in the later-18th century. In 1787 Arthur Rhodes set aside 100 acres of his plantation and laid out a town of 172 lots on the south bank of the Roanoke River, about seven miles up the river from where it flowed into the Albemarle Sound. The first lots were sold that same year to Margrette Collins; it appears, however, that the sale of lots was slow. Rhodes' personal role in the development of the town ended in 1790 when he sold all the unsold lots to a group of nine trustees. Under their sponsorship the remaining lots would be sold and the initial development in the town occurred.(2)

Positioned as it was on the Roanoke River, near its junction with the Albemarle Sound, Plymouth was in an ideal location to serve as a port for the farm and wood products of the up-river plantations in the counties along the Roanoke River. In pendant fashion, it was also the point of distribution for imported goods--staples of molasses, salt, etc. and luxury goods--sought by the planters. Plymouth quickly emerged as a transition point--the function of any port--for the import and export of goods. Likewise, it also served as an important stop in the overland stage and water passenger service, linking the upper Albemarle with the plantations, towns, and cities in the east central coastal plain. It was Plymouth's position here on the Roanoke River near the Albemarle Sound that made it an important part of the Albemarle Region in the period when the area's growth and economy depended so heavily on water transportation. Thus, in the later 18th century and during the 19th century, through the antebellum period, Plymouth enjoyed a prominence in the Albemarle region, and the state, an importance belied by its size and present-day appearance. It is also true that its regional role would evolve during the later-19th and early-20th centuries, and gradually wane as the 20th century progressed.

Its position and the events of the Civil War that occurred here were central to that evolution of the town's fortunes. Plymouth was occupied by Federal troops after Roanoke Island was taken in 1862, and it remained in their hands until 20 April 1864 when Confederate forces under the

leadership of Brig. General Robert F. Hoke took the town. The Confederacy held Plymouth until 31 October, when the Union forces regained possession of Plymouth, holding it through the end of the war.

The Federal occupation of Plymouth and the near devastation of the town in late 1862 and during the two battles of 1864 signaled the end to the town's rising antebellum fortunes and form the coda for the opening chapter in the town's history. It has been said that there were fewer than a dozen significant buildings left standing in Plymouth at the end of the war. Six of them remain today.

Situated as it was on the Roanoke River, Plymouth was in a position to gain by a postwar renewal of the agricultural economy of the up-river counties. Recovery was slow to occur and it appears that it failed to match the antebellum prosperity. Rebuilding surely began in earnest after the war but there are only a few substantial buildings that date from this period. The fortunes of the town were dealt a hard blow in 1881 when a fire broke out in the commercial quarter and destroyed many mercantile houses. Coming as it did in the last years of recovery from reconstruction the fire sapped the town's renewal. The greater blow occurred in 1898 when a major fire destroyed nearly every business concern on the north side of Water Street between Adams and Jefferson streets. While portions of the stock and buildings were insured, much was not.(3) The effect of the fires served not only to retard the commercial progress of the town but also to otherwise destroy, divert, or alter the use of accumulated capital that might have seen its expression in finer houses and civic and public buildings. It is also true that the greater majority of the town's buildings, covered by this report, date from the 1880's through the 1920's. Their character, size, and finish reflect these setbacks as clearly as they demonstrate the social and economic status of the builders and the possessors of capital here.

At the same time there were certain citizens in the town who were determined to see success favor Plymouth. Foremost among them were a small group of men whose actions marked the decades around the turn of the 20th century. Leading the efforts were W. Fletcher Ausbon--and his brother C. V. W. Ausbon--editors of the ROANOKE BEACON from 1889 to 1929. They continuously challenged local citizens to look to the future and to "build up Plymouth." They were men of the county, as was William H. Hampton who had large mercantile interests here and owned the Kitty Hawk and Slade Fisheries. Hampton's father-in-law Levi Blount was also a pivotal figure in the town's history until his death in 1918. Others were businessmen who came here after the war. First among these was L. H.

Hornthal who, with his brother, were here as early as 1865 and, operating as Hornthal and Bro., saw their greatest prominence in the 1880's through 1908. They were joined on Water Street by David O. Brinkley, a native of Gates County, and he, in turn, was joined by another immigrant from Gates County, Lewis Sparkman Landing. Buildings erected on Water Street by all three and their contemporaries including William C. Ayers survive. Yet another generation of businessmen, including Ambrose Owens, arrived on the scene around 1900, and led the town through the 1920's and 1930's.

Whereas maritime lumbering had been an important factor in the local economy since the early-19th century it greatly expanded in the opening decades of the 20th century after 1902 when Wilts Veneer opened a large plant here. It and its successor, the Chicago Mill & Lumber Company, appear to have been among the largest employers in the county for the next thirty years. Their huge brick plant on the east side of Plymouth is now marked by a towering smokestack(WH76) amidst crumbling brick ruins. Smaller saw and milling operations developed in the town and aided the local economy. After Wilts the next major concern to locate here was the National Handle Company that opened downtown in old quarters and built a new factory west of town in the mid-1920's. The factory(WH11) survives nearly intact to the present and is the earliest and most significant surviving resource of the region's great maritime lumbering operations, a tradition that continues to the present at the Weyerhaeuser plant.

The population of the courthouse town remained modest with small gains (and losses) from 1830 until 1900. Then, during the decade between 1900 and 1910, the population doubled from 1,011 to 2,165; this startling growth explains the constant demands of the editors of the Roanoke Beacon for "More Houses." Thereafter the town's population remained relatively stable, growing in small numbers to 1940, with a near even ratio of black and white residents. Blacks had comprised a significant percentage of the population of Plymouth in the antebellum period and they would continue to do so through the 19th century and into the 20th. A State Normal School was established here in 1881, and while it is lost, two handsome black churches endure as major landmarks in the town.

Plymouth would have remained a small courthouse town and a small trading center in western Washington County and eastern Martin County through the first half of the 20th century except that in the 1930's a new industry came to Plymouth. Locating a short distance west of town in Martin County in 1936, and opening its first plant in 1937, the North Carolina Pulp

Company dramatically altered Plymouth's economy, and its social and cultural fabric. Two important housing projects--Plymouth Country Club Estates(WH45) and Little Richwood(WH46)--were sponsored by the company. After the battles of 1864 and the fire of 1898, no other event so significantly affected Plymouth and its growth. Although located across Welch's Creek, and a mile inside the Martin/Washington County line, the company, acquired in 1957 by the Weyerhaeuser Corporation, dominates the town and continues to be the major employer in Plymouth, and in Washington and Martin counties.

The 269 properties in the Plymouth Historic District comprise the majority of architectural and historic resources in the town of Plymouth. Collectively (and separately) they satisfy criterion A in their association with events that have made a significant contribution to the broad patterns of Plymouth's history. Individual buildings and groups of buildings in the district are associated cumulatively with the lives of persons significant in Plymouth's past. Likewise the district as a whole and the buildings that comprise it satisfy criterion C and embody the distinctive characteristics of types, periods, and methods of construction important to Plymouth. Many known buildings in the district are the work of regional and local builders and contractors who were identified during the survey: Burrell Riddick of Suffolk, Virginia; and William Joseph Jackson, Benjamin Nurney, Jesse Thomas McNair, and Robert Tetterton--all local builders who were surely responsible for the majority of the building in the district. Grace Episcopal Church, designed by Richard Upjohn, was nearly completed when the Civil War began in 1861. Only the tower and apse of Upjohn's building survives to the present: the walls of the damaged sanctuary were taken down in 1892 and a new sanctuary(#61) was erected by 1893 to the designs of C. J. Hartge of Rocky Mount.

It is clear that the district possesses great archaeological potential both as a port and for its role in the Civil War and would satisfy criterion D. However, no comprehensive archaeological survey of the town and waters of the Roanoke River has been undertaken.

I. PLYMOUTH'S FORMATION AND GROWTH IN THE EARLY 19TH CENTURY AND THE ANTEBELLUM PERIOD: AN ERA BROUGHT TO A DEVASTATING END BY THE CIVIL WAR, 1787-1865

The Town in Established

It remains unclear exactly what events or combination of circumstances propelled Arthur Rhodes in 1787 to set about establishing the town of Plymouth. Given the fact, however, that a trading center had developed

around the "Brick House", that Rhodes owned a substantial tract of land here (probably including the site of the Brick House), and that there was surely growing traffic and trade on the Roanoke River in the years following the Revolutionary War, his effort seems altogether reasonable and prudent. The year 1787 is given for the establishment of the town for it was on 12 July 1787 that Arthur Rhodes sold the first lots, #22 & #92, in Plymouth to Margrette Collins. It would appear that the sale of lots was slow, and perhaps the need to realize capital was a part of Rhodeses' intention for on 21 January 1790 he and his wife Milly sold all that portion of the previously unsold town lots to a group of nine trustees: Charles Johnston, Esq.; Thomas Stewart; John Stewart; Edmond Blount, Jr.; John Armistead, Jr.; William Armistead, Jr.; Thomas Hunter; Martin Byrd; and Levi Blount. The property was described as "...all that tract of land lying situate and being in the county aforesaid (Tyrrell) on the river Roanoke known by the name of the Brickhouse Plantation as the same is now laid off into one hundred and seventy-two town lots with streets for a town containing one hundred acres...".(4)

Exactly when and how the name "Plymouth" was given to the town varies in the accounts of local tradition. There is consensus in the fact that the area was early known as Plymouth Landing and that the term "landing" was dropped and the town has thereafter been known as Plymouth. There is also agreement that the name is associated with Plymouth, Massachusetts since there was trade, early on, with Massachusetts ports.

The original plat of 172 lots is a rectangle lying with the upper and long side along the south shore of the Roanoke River. There were four streets laid out parallel to the river with lots between the river and the first street, now and long since known as Water Street; it would be the principal avenue of commerce in town. Parallel to Water Street and south of it are Main, Third and Fourth streets. There are five streets laid out perpendicular to those streets. The center one and the spine of the town is Washington Street. It is flanked by Adams Street to the east and Jefferson Street to the west: they in turn are flanked by Madison Street on the outside east and Monroe on the west. It remains unclear when the town's streets were named, but clearly they would not have been named until at least 1816 when Monroe was elected president. Interestingly enough, James Monroe was the only U. S. president to pay an overnight visit to Plymouth, on 7-8 April 1819, and it may have been in his honor or preparatory to his visit that the streets were given presidential names. The sequential naming of streets for presidents ended with Monroe Street.(5)

Beginning with the sale of the unsold town lots to the trustees in January, 1790, Plymouth began to prosper. A few months later, on 4 August 1790, Plymouth was established as a port of delivery and two years later it was designated as a post office. Seven years later, in 1799, Washington County was formed. Plymouth, however, was not designated as the county seat: Lee's Mill--the site of an early-18th century sawmill some eight miles east of Plymouth--had that honor. The prosperity of the 1790's increased during the next quarter century and in 1823 the county seat was removed to Plymouth.

Plymouth Develops as an Important Port on the Albemarle Sound

The period from 1799 to 1823 were formative years in Plymouth's development as a port on the Roanoke River. In 1805 a group of local merchants and ship-owners petitioned Congress to declare Plymouth a port of entry, citing the inconvenience of crossing the Albemarle Sound to enter their vessels at Edenton. Attached to their petition was a list of twelve ships, schooners, and sloops that were registered in and operating out of the port of Plymouth, as of 1 October 1804, that were, in the majority, engaged in "the coasting trade" or trade with the West Indies. The Committee of Commerce and Manufactures in their response to the petition and report that was published in 1806 were somewhat skeptical of the need to establish a port of entry at Plymouth, taking into account its revenues when compared with those overall for ports in the Edenton district.

The report included one paragraph that provides a concise description of the activity in the port of Plymouth:

> "The foreign trade of Plymouth is by no means considerable, but it exports, coastways, large quantities of corn, peas, tar, rosin, turpentine, and other native productions. Eighty-one coasting vessels entered and cleared from that port during the last year; and the value of the articles exported in them is estimated by eighty-seven thousand two hundred dollars.(6)

Whether the trade increased or the petitioners increased their plea is uncertain, but on 25 April 1808 Congress passed the act creating the district of Plymouth and Plymouth was declared a port of entry for all points on the Cashie and Roanoke rivers.(7) Four years later in 1812, Levi Fagan, the collector of the Port and District of Plymouth, submitted a request for salary (increase?) citing his collections of $166.97 in 1809; $245.82 in 1810; and $271.33 in 1811. The salary recommendation was

$150.00 a year.(8). Meanwhile, in 1807, Plymouth became the first incorporated town in Washington County.

The 1810's and 1820's were bustling ones in the fledgling port. On 26 January 1819 the Edenton Gazette reported that the steamboat "Albemarle" would be plying the waters between Edenton and Plymouth daily. The same edition also carried an advertisement placed by George Nichols for his "Stage House Hotel" in Plymouth. (The Plymouth Hotel would be later operated by Catherine Gleeson.) In that same year the Gazette also published in the column "Ship News," a listing of the schooners and sloops that entered and cleared the ports of Edenton and Plymouth. Their destinations included: Boston, New York, and the nearer ports of Norfolk, Savannah, Beaufort (S.C.) and Charleston, and Edenton, across the Albemarle Sound.(9)

In the absence of a local newspaper in Plymouth, regional newspapers provided information to their readers on activity in the Roanoke River port. The American Beacon, published in Norfolk, the largest port in the immediate region, reported on 13 August 1818 that the "Sea Horse," a steam-boat, had begun running three times a week between Plymouth and Elizabeth City. It also reported to prospective travelers in December of that year the establishment of a stage line from Raleigh to Norfolk that included travel on a steam-boat from Plymouth to Edenton. The Beacon also carried a full account of the "Albemarle's" daily ferry service between Plymouth and Edenton.(10) Despite the fact that the "Albemarle" was described as "long wanted in our Sound," it was offered for sale by its owners in January 1821. In January, 1822, it was sold at auction for $5,016, less than a quarter of its original cost of $22,500 in 1818, to a man in Edenton who in turn sold it to one Capt. Crocker of Norfolk.(11)

Plymouth was also the location of ship-building operations in the early 19th century. The Edenton Gazette on 21 January 1822 carried the following account of a launching:

> LAUNCH. Launched on Wednesday afternoon last, from the Ship-yard of Horace Ely, Esq. of Plymouth, (N.C.) an elegant new Schooner, burthen about 100 tons, called the "General Iredell". As she was entering upon the bosom of her destined element, her name, which had been kept a profound secret until that moment, being announced, the spectators, who were numerous, rent the air with a reiterated shout of huzzas, As this fine new Schooner was named after the General in compliment to his worth, we most heartily wish her prosperous voyages, a smooth sea and pleasant weather.(12)

Ship-building and the development of maritime lumbering enterprises were two aspects of the industrial history of early-19th century and antebellum Plymouth. Exactly when the first saw mill was established here is unknown, but there were mills in Washington County from the beginning of the 18th century when Thomas Blount established one in 1702 on Kendricks Creek. Because of the vast timber resources and the need for lumber in ship-building, these two compatible operations probably developed contemporaneously. According to tradition Thomas Stewart, one of the nine original trustees of Plymouth, operated a water-driven saw and grist mill on Welch's Creek, just west of Plymouth. This mill and a companion shipyard were later operated by the three Cornell brothers: Elijah, Paul, and John. In the mid-1840's Elijah Cornell and his son-in-law Edgar Hanks erected a steam saw mill on this property.(13) The mill was operated by Hanks (and for a period with Samuel Simmons) until 1857 when it was transferred to Charles Latham and H. B. Short to satisfy Hanks's and his firm's debts.(14) (Milling operations continued at this site until 1911.) Meanwhile, Charles Latham was one of six local men named in a legislative bill in 1854 to incorporate a bank in Plymouth.(15) There was also a large and important shingle mill erected and operated here during the antebellum period by S. H. McRae (1818-1893).

Because of its position on the south side of the Albemarle Sound, Plymouth, the pendant to Edenton on the north shore, was also an important point in the overland stage route. In January, 1820 Benjamin Fessenden advertised in the Edenton Gazette that he had "...provided himself with a convenient Carriage, good Horses, and a skillful Driver, for the accommodation of Travellers from this place (Plymouth) to Washington and Newbern, or to Williamston and Tarborough."(16)

In a random sampling from the Edenton Gazette, from 1819 into mid-1827, there are advertisements or notices for a number of Plymouth concerns and individuals that provide insight to the operations of the port: an advertisement for Clark, Cox & Co., merchants of foodstuffs, rum, and drygoods (1819); Jacob N. Gordon advertised the auction sale at "my Warehouse" of "The unexpired Lease of the FISHERY opposite my wharf" together with all equipment and "The Schooner Margaret" (1819); a notice of the "Dissolution of Copartnership" of the firm Thacher, Haggens and Co., hereafter to transact business as Thacher & Haggens (Henry S. Thacher, Edmund Haggens) (1819); the dissolution of the copartnership of James & Jacob N. Gordon with the announcement that Jacob N. Gordon will commence "the Storage and Commission Business on his own account." (1820); "Seine Twine" for sale by Thomas Turner (1820); an advertisement for the sale of Brandy, Whiskey, Linseed Oil, White Lead, and other goods by the

merchant John Peck (1821); and an advertisement for the operation of "a House of Entertainment, in the Town of Plymouth, at that large and Commodious Building known as Hardison's Tavern" by John F. Niel (1827).(17)

Plymouth is Made the Seat of Washington County: Public Institutions are Established

Residents of early-19th century Plymouth did not limit their energies to commerce and shipping. An academy was established here under the direction of Dr. John Parker (d. 1819). The town commissioners announced on 9 February 1819, that the new term "... will commence on the second Monday of the present month, under the direction of Mr. William Sawyer, of Brown University, R.I. ...".(18)

No doubt the increasing maritime and mercantile operations in Plymouth gave its citizens pride in the growth of the port. The greater boost to its status occurred in 1823 when the courthouse was moved here from Lee's Mill. While the erection of the frame courthouse gave the town a more distinguished air, the appearance of the port was even more enhanced about 1830 when a three-story brick Custom House was erected by the United States Government on the water portion of Lot 149 on Water Street; it remained in use by the collector of customs until 1868.(19)

While the construction of the courthouse and the Custom House were events of importance in the town's prospering appearance, the organization of two religious congregations also bode well for its future. In 1827, just four years after the removal of the county seat to Plymouth, it was named a pastoral appointment by the Methodist Virginia Conference. Whether the first services were held in private homes or at the county courthouse is uncertain, but in 1832 the congregation acquired Town Lot #45 from Samuel Hardison and probably built its first church there. In 1845, 1852, and 1853 the church acquired the adjoining lots #21, #22, and #46, respectively, and expanded the churchyard that was used as a burying ground.(20) The first regular Episcopal services were held in Plymouth, beginning in 1837. On 20 January 1842 the Rev. Mr. William B. Otis presided over a meeting at the courthouse at which the vestry for Grace Church was elected. The members of the new body were: William L. Chesson; Franklin F. Fagan; John McM. Boyle; Martin W. Lucas, and Benjamin Maitland. In March the vestry voted the sum of $300 for the purchase of lumber to build a church and in April appropriated the sum of $175 to purchase Lot #136 on which the church was built.(21)

Navigation increased in the port and on the Roanoke River in the late 1820's and through the 1830's. In 1829 the Virginia and North Carolina Transportation Company launched the run of the steam-boat "Petersburg" under Captain McRea from Elizabeth City to the ports on the Albemarle Sound and on the Roanoke River. It then returned to Elizabeth City and connected with Norfolk by the Dismal Swamp Canal. The sometimes shallow water on upper reaches posed a problem for the "Petersburg" and in 1830 the company added the shallow draft "North Carolina" to its fleet for the run from Plymouth to Weldon. In 1834 the Plymouth firm of Bryan and Maitland launched the steam-boat the "Plymouth" that would operate between Plymouth and Weldon.(22) These efforts of 1829 and 1834 reflect only two instances of operations in the port of Plymouth but it is clear that navigation continued to increase through the antebellum period. In 1861 when the Civil War broke out, Plymouth was the principal port for the rich produce of planters in Washington, Martin, Bertie, Halifax and Northampton counties in the Roanoke River Basin.

The Growing Population of the Port Town

The nature of population growth in the port town from 1787 when the first town lot was sold to 1830 when the first reliable figures are available remains to be established. However, it was likely steady since the foregoing account of activity in the town describes consistent growth. In 1830 there were 659 persons living in Plymouth. Of that number 254 were white and 358 were slaves. The surprising figure is the number of free blacks, 47, who were making their home in Plymouth. In relationship to the number of slaves, the free black population raises no particular questions, but in comparison to the white population, the ratio of nearly one free black to each five whites suggests a rather fluid society here that merits further investigation.

The population figures for 1840 provide further evidence of a previously unknown liberality in the society of the town in the antebellum period. In 1840 the white population of Plymouth was 386, an increase of 132 citizens. Again, the surprising figure is the number and the increase of free blacks in the town, a total of 97 reflecting an increase of more than 100%. The ratio of free blacks to whites dramatically changed from one to five in 1830 to one to four in 1840. Curiously, the number of slaves dropped by twenty to 338 for a total population of 821 in 1840.(23)

The figures in the 1850 Census reflect increases but little substantial change. There were 431 whites, 101 free blacks, and 419 slaves for a total population of 951. The Census of 1860 shows a decline in the total

population from 951 persons in 1850 to 872. Although there was a reduction in each of the three categories, the sharpest and most significant decline occurred in the number of free blacks in the port town. There were 409 whites, 62 free blacks, and 401 slaves. There can be little doubt but that the increasingly hostile political climate caused many free blacks to move elsewhere: their number that had increased by 106% between 1830 and 1840 decreased by 39% between 1850 and 1860. Even more telling are the reduced figures for the number of free black males from 54 in 1850 to 28 in 1860, a decline by 93%.(24)

The Antebellum Period

Even in the prosperity of the antebellum period there was disappointment and complaint. The first known newspaper to be printed in Plymouth, the Plymouth News edited by William Eborn, appeared 12 October 1849 and in that first surviving number the positive and negative appeared side-by-side in an editorial under the masthead:

> It will be seen that we have removed our office from Windsor to Plymouth Washington County N.C. Plymouth is quite a growing Town, and are susceptible of great improvements. There are a great many Vessels that arrive at this Port, and its situation is well adapted to be made the great depot, for the immense quantity of Produce and Naval Stores that come down the Roanoke and its tributary waters. Its harbor we believe is as good and as safe as any in Virginia. And yet there are a great quantity of Produce, Lumber and Naval Stores coming down the Roanoke, passing right by Plymouth, and making Norfolk the depot, of a great portion of the production of North Carolina.(25)

Such laments that other places were growing rich while Plymouth failed to meet its potential would persist in the press well into the early-20th century. The final surviving issue of the Plymouth News, 11 December 1850, carried the advertisements of four local merchants: E. H. Willis; Alfred Wiley; R. D. McNair; and Short & Bagley's Store.(26)

Between 1850 and 1865 at least three other newspapers appeared in Plymouth for runs of undetermined length. In their first surviving issue of the Plymouth Banner, C. G. Davenport and C. H. Kelly, the editors and proprietors, advertised on 15 February 1856 that the newspaper would "...be devoted to the interests of Plymouth, North Carolina and the South--to the cause of Education, Agriculture, Internal Improvements and the development of the resources of the State." That issue carried a

series of advertisements by the mercantile firm of Nicholls & MacNair, operated by Jehu Nicholls and Hugh MacNair, and a notice of the sale of the Roanoke Hotel embracing four town lots at a cost of $6,000. Tom Beckwith, attorney, and Dr. W. R. Wood also advertised their services.(27) Of the three newspapers the Roanoke Cresset, that was published at least from 1858 into 1861 appears to have had the longest run. Robert Smith Goelet was editor. In the 30 July 1859 issue Dr. H. H. Norman and attorney M. J. Walker advertised their offices; M. S. Fulford informed the public that he had on hand "Fisk's Metalic Burial Cases" and that he manufactured carriages "of the Best Workmanship and Material"; and John W. Phelps and M. Lafayett Haughton advertised their new horse and saddle shop on Water Street. Apparently the Roanoke Cresset discontinued publication during the war: the final surviving issue, dated 27 May 1861, carried news of the war and a legal notice advising citizens that by executive order the Governor prohibited exportation "of Provisions or Grain of any kind..."(28)

The Civil War and the Occupation of Plymouth

During the Civil War the control of Plymouth was fiercely contested, because of its role as a port and its location at the mouth of the Roanoke River. It was because of the military events here in 1864 that Plymouth gained recognition and publication in the national press. There is a wealth of published documentation and accounts of Plymouth's role during the war. This coverage includes local, regional, and state histories, accounts of both Union and Confederate operations, and the numerous commemorative histories issued by the Northern regiments who were stationed here for considerable periods of time. For the most part these concern themselves with the military operations and shed precious little light on local history. Nevertheless, there are memoirs that recount aspects of the life and appearance of the town.(29)

Following on the fall of Roanoke Island--that guarded the mouth of the Albemarle Sound--to Union forces on 8 February 1862, Plymouth eventually came under Federal occupation. Among the units that occupied the town at an early date was the 25th Massachusetts Volunteer Infantry. A member of that unit, David L. Day, kept a diary of his activities that was published in 1884. His first account of Plymouth, bearing the date 20 November, is one of the earliest impressions of the occupied town that survive:

> Plymouth is a small but rather pretty town, situated on the south bank of the Roanoke River, about five miles up from the sound. It is a half shire town of Washington County, and contains two churches,

> two hotels, U.S. custom house, court house and jail, but no school-house. It has been a place of considerable trade, doing a good coasting business and exporting large quantities of cotton, corn, shingles, lumber, fish and naval stores.(30)

Day's unit departed Plymouth on the 8th of December. He returned on 20 March 1863 and two days later described his very different impressioms of the place:

> This town has undergone quite a change since we were here last fall. During the Winter the enemy made a dash in here, setting the town on fire, burning up the central and business portion of it. These people have singular ideas; they seem to think that by destroying their property, they are in some way damaging us, but if we destroy any property it is a great piece of vandalism. I reckon they will sometime see their mistake and repent of it in dust and ashes.(31)

During this period Merrill G. Wheelock (1822-1866), an artist traveling with the Union army, prepared a watercolor sketch of the Plymouth harbor.(32) The peaceful scene, showing little evidence of the wartime occupation, is the earliest known pictorial record of Plymouth. Union units occupied the town through 1863 and into 1864. During this period Union forces erected a series of fortifications guarding the town and its position on the river; Fort Comfort; Conaby Redoubt; Fort Williams; 85th Redoubt(Fort Wessells); and Fort Grey encircled Plymouth. On 17 April 1864 Confederate forces led by Brig. General Robert F. Hoke launched their first attack on the Union fortifications that had been erected here, mostly in 1863. The three day Battle of Plymouth began. The nearly 3,000 Union troops occupying Plymouth were under the command of Brig. General Henry W. Wessells. For two days the battle raged in conventional fighting but on 19 April the entire nature of the attack was altered. During the early morning hours of the 19th, about 3:00 a.m., the Confederate iron-clad ram "Albemarle" commanded by James W. Cooke, that had been built upriver in Halifax County, came undetected into the water near Plymouth. It soon engaged the Southfield and sank it in view of the Federal forces and drove the second Federal warship, the "Miami," down river and beyond aid to the troops on land. The feared "iron monster" dramatically altered the course of battle. It then turned its guns on the Federal defenses. Because of the "Albemarle's" role and the successful strategies adopted by Gen. Hoke, Gen. Matt W. Ransom, and the other Confederate leaders, the tide of action turned. Around 10:00 a.m. on 20 April Gen. Wessells surrendered to Gen. Hoke.

The Confederate forces entered Plymouth, and gained the stores of provisions and arms that remained. These were desperately needed. Plymouth remained in Confederate hands until late October. The daring maneuvers of the "Albemarle" provoked a tremendous challenge to the Federal Navy. In the darkness of night on 27 October Lt. William B. Cushing, a Federal Naval officer, made his daring move to destroy the ram, then moored in the Plymouth harbor. The accounts of his extraordinary exploits are numerous, detailed, and widely published. In short, he succeeded in sinking the "Albemarle," he escaped to Federal lines, and the tide of history in the Albemarle changed. On 31 October the Federal Navy steamed into the port of Plymouth, took the town, and retained control of the town until the end of the war. Four views of the capture of Plymouth on 31 October, including one showing the disabled and partially submerged "Albemarle", were printed in Harper's Weekly on 24 December 1864.

On 19 May 1865, just a few weeks after the end of the war, a new, and decidedly Unionist, newspaper, The Old Flag, appeared on the streets of Plymouth. Only the one issue is known to exist, and under the column entitled "Local News" appeared the following description of Plymouth in May, 1865:

> At the time of the occupation of Plymouth by the forces under Col. Frankle last November, the population of the town consisted of but five families of white people besides a few Negroes, and there was not a shop or store at which could be bought the least article of the necessaries of life. At the present time the resident population, exclusive of the blacks who are very many, numbers several hundreds, while groceries and dry goods stores, which are doing a flourishing business, have risen to the number of eight. The appearance of the town has been much improved by clearing up and fencing grounds, pulling down and carting away the bricks of old chimneys, cleaning out the ditches of the streets, leveling useless earthworks, etc. Plymouth is yet to be the beautiful place it was once, and made more attractive than formerly by an increase of its business.(33)

II. POSTWAR RECOVERY AND THE STEADY GROWTH OF THE SMALL PORT TOWN ON THE ROANOKE RIVER, 1866-1930.

Postwar Recovery

As late as the 1880's the terrible effects of the Civil War, described in The Old Flag in May, 1865, were still clearly evident. In 1888 George I.

Nowitzky published Norfolk: the Marine Metropolis of Virginia and the Sound and River Cities of North Carolina.(34) The following paragraph introduces his account of Plymouth:

> There is no town or city in the United States that shows more scars of war than Plymouth, N.C. Every few steps within the business portion brought me to excavations and low stone walls which but too plainly show that they were formerly cellars and foundations to buildings that have passed into smoke, ashes and history. Its war record is indeed strange. Being considered a great strategic point by the Federals as well as the Confederates, every effort was made by them to capture it; as a consequence, it was at different times in the hands of the armies and navies of both the contending governments, and, as if that was not sufficient, when they were gone it was robbed by desperate Buffaloes and plundered by rollicking Guerillas.

Memory and oral traditions vary as to the number of buildings that survived the devastating battles of 1864 and were left standing in 1865. Their number may never be known. As late as the 1950's there were ten important antebellum houses in town and in 1990 only five of those remain.(35) The battle-damaged nave of Grace Church was used by the congregation until 1892 when its weakened walls were pulled down and the present church(#61) was built and completed in 1893.(36)

In the quarter century from 1865 until 28 June 1889 when the Roanoke Beacon printed its first newspaper, the population of the town showed erratic gains and declines. The total population of Plymouth was 872 in 1860. In 1870 the population had grown to 1,389, as reported in the Census of that year, a remarkable increase of 59%.(37) it would appear clear that any building or remnant of a building in any condition must have been patched up after the war and occupied; otherwise there is no explanation, at present, for where this large number of people lived and worked. The increase also gives rise to questions about the factualness of the Census figures. One possible explanation lies in the number of blacks in the total population. In 1860 there were 463 blacks but in 1870 there were 807 counted, an increase of 344 in the total gain of 517 persons. It seems likely that the large number of blacks who came to Plymouth at the end of the war and who were included in the 1870 census returned to the farms by 1880 when the town's total population dropped to 836 persons. In the decade between 1880 and 1890 there was another dramatic change in the population: it rose to 1,212 persons--an increase of 45%. These dramatic changes continued in the following decade when the

town's population decreased by 19% to 1,011 in 1900.(38)

From 1866 until July, 1868, Plymouth was the port of entry for the entire Albemarle District, however, in 1868 its maritime interests were dealt a serious blow when the port of entry was returned to Edenton. The town was dealt another blow in 1873 when the courthouse burned and many public records were lost. A committee was appointed to prepare and submit plans for the new courthouse. In July the plan of Joseph A. Latham was submitted, but immediately a cry went up and a petition was drafted and presented to the county commissioners calling for the courthouse to be moved to Mackey's Ferry. A public referendum on the matter was authorized by the State Legislature: Plymouth retained the courthouse and the honor of being the county seat by seventeen votes. But this was not the end of the matter. Lacking the revenues to proceed with the construction of the courthouse, the Commissioners decided to rent the former Custom House that had been purchased the previous year by Hornthal and Bro. from the U.S. Government. Later, when the Hornthal brothers offered the building for sale to the county and the commissioners approved the purchase, another cry went up and the sale was not executed. Clearly the local political scene was one in great turmoil. Four years later the story takes yet another turn when on 31 January 1881, a fire in the commercial district destroyed the former custom house and then Washington County Court House.(39)

This loss apparently forced the commissioners to act immediately and within a few weeks they asked a committee comprised of Charles Latham, Joseph A. Latham, and James S. Stevenson to prepare plans for a courthouse. A contract was awarded to Joseph Addison Latham(1839-1921) in March and he completed the frame building, under the supervision of a building committee made up of his uncle Charles Latham, L. H. Hornthal, and John W. Latham, by the end of 1881. It was occupied on 2 January 1882.(40)

Economic Growth in the Later 19th Century

The business directories published in Raleigh by Levi Branson beginning in 1868 provide the most consistent record of Plymouth's commercial growth in the later 19th century. The North Carolina Business Directory for 1867-1868 includes the following listings for Plymouth: two hotels; nine mercantile houses; four lawyers; two physicians; and two ministers. There were four saw and/or grist mills listed in Washington County and at least one of these, the steam saw and grist mill of S. H. McRae, was located in Plymouth. Robert S. Goelet was the postmaster.(41)

The directory of 1869 and those issued thereafter provide increasingly detailed and broader information. The number of hotels was increased by one: Mary Lee had opened a "colored" hotel in Plymouth. There were then eleven listed merchants. The four lawyers in 1869 were the same four listed in 1867-1868 as were the two doctors, and Mr. Goelet remained the postmaster. In addition to the category of "Mills and Owners" that appeared in the first edition and listed S. H. McRae's steam-powered mill, there was a new category in 1869--"Manufactories". There were five shingle factories listed in Plymouth under this heading: S. H. McRae; E. Latham & Bro.; Bowen & Hall; Bowen & Atkinson; and Hasler & Norman. Clearly the great timber resources around Plymouth were being cut down and the port was busy exporting cypress shingles for roofing.(42)

In the following three years changes occurred in the town as can be determined from the 1872 directory. The listing of lawyers totaled six including Charles Latham and Josiah Collins, and two more doctors had opened offices in Plymouth. Under the heading "Manufactories" the five shingle factories listed in 1869 were replaced by the coach works of Joseph E. Corprew and the cabinet shop of Stewart Ward. There were five saw and corn mills listed, including the steam mills of S. H. McRae and James S. Stevenson. The Plymouth High School with C. G. Davenport as principal was noted.(43)

Five years later, in the edition for 1877-1878, other changes appear that reflect the fluctuations in the population figures. The number of lawyers was reduced to three (Louis Charles Latham (1840-1893) had moved to Washington, N.C. to practice law) and there were three physicians. The listed mills remained the same except for the elimination of Mr. McRae's operation. There were two coach works operated by Hosea Peal and Stewart Ward and a saddle and harness shop operated by Joseph Tucker. There were thirteen merchants listed, twelve of whom dealt in general merchandise.(44)

In the half dozen years to 1884 when the next edition of Branson's North Carolina Business Directory appeared, the manufacturing and commercial life of the town showed great increase. These numbers are all the more impressive since a major fire in 1881 had destroyed a substantial portion of the port's business district including the courthouse. There were ten concerns listed as "Manufactories" including three coach and wagon works and two building firms. These last named were A. J. Leggett & Co. and Joseph A. Latham & Co.; Latham had recently completed the county courthouse and a new house for Charles Latham (201 East Main #37). There was an even more impressive increase in the number of merchants and

tradesmen operating in Plymouth, a total of forty-eight, that included saloon keepers (4), milliners (4), butchers (5), sewing machine agents (2), insurance agents (3), general dry goods houses (19), one druggist, and one undertaker. A number of names and business houses appeared in this list including W. C. Ayers, David O. Brinkley, Hornthal & Bro., W. H. Hampton (Fishery), B. F. Owens, and Hosea Peal who would be prominent members of the Plymouth business community well into the 20th century and who erected or are associated with significant buildings that survive in the historic district. Shipping interests were represented by agents of four regional navigation companies. Of the thirteen churches listed with Plymouth at the post office, at least seven of the number are believed to have been in-town congregations. Four of these are the four major White churches that exist today: Grace Episcopal; Plymouth Methodist; First Baptist; and First Christian. The three Black churches include: New Chapel Baptist; and Spring Green Church of Christ. Yet another indication of the evolving character and quality of life in Plymouth is indicated by the five entries under "Schools". The three academies and the high school in Plymouth were under the direction of female principals. But the most significant event in education that had recently occurred here was the establishment of a State Normal Colored School in Plymouth in 1881. It occupied a frame building (no longer standing) on Madison Street just south of the intersection with Third Street and was, in 1884, under the direction of Prof. Henry Plummer Cheatham.(45)

The listings in the 1890 directory reflect both increased growth in the established and conventional business concerns and a broadening of the manufacturing and milling operations in Plymouth. There were now: three shoe and boot shops; two brandy makers; two building and contracting concerns; two cabinet shops (one of which was also an undertaker); two carriage, buggy, coach, and wagonworks belonging to Hosea Peal and George R. Bateman; and Joseph Tucker's saddle and harness shop. There were nine mills listed including five steam cotton gins. Forty-six merchants and tradesmen were listed. Five attorneys, two dentists, and two doctors including Dr. W. H. Ward who lived at 301 E. Main Street(#46) were included.(46)

The earlier reference to the establishment of a State Normal Colored School in Plymouth is perhaps the most significant indication of the presence and role of Black citizens in town. The population statistics for the antebellum period show that there was a large and important free Black population in Plymouth in the decades immediately preceding the Civil War. After the war and in the near-century to 1941, Black citizens figured prominently in the economic and social life of Plymouth. Although

the BEACON identified Black residents as "Colored" in their columns, that was the practice of the day throughout the South. In the 1890s and 1900s when Black citizens erected new houses, remodeled or expanded their existing dwellings, or opened new shops or stores, the newspaper frequently commented on these improvements and undertakings. Black society was marked by certain class and economic distinctions as was White society; that status is somewhat evident in the newspaper commentary. In 1913 when Rosa Everett (1822-1913) died and was interred in the family cemetery (WH8) on West Main Street, the BEACON described her as "one of our most esteemed colored women." Her obituary ended by suggesting, " It is needless to portray the life of this estimable colored woman, only to say that she had the respect of our people and we are sure that our colored population are bereft of a very valuable friend." The Everetts and the Heaths (WH9) and other Black families lived on West Main Street overlooking the legendary Shugar Hill, a black neighborhood swept away in an urban renewal project. A block away stands the Picot-Armistead-Pettiford House (#215), the oldest house in Plymouth. It was acquired by the Black brickmason Reuben Pettiford (d. 1916) in 1914; the house remains his daughter's residence. A year later in 1915, Mt. Hebron AME Zion Church was erected and some ten years later New Chapel Church was rebuilt; both are landmarks not only in the Black community but in the town itself.

Although, two newspapers were listed in Plymouth--the Roanoke Herald and The Monitor, the directory fails to include the Roanoke Beacon. The Beacon was founded by Thomas Huson and A. Howard Mitchell (1865-1901); Mitchell had also founded the Elizabeth City Fisherman and Farmer. The first surviving issue appeared on 21 June 1889. The Roanoke Beacon is the town's oldest continuously operating business and for the first forty years of its life was identified with members of the Ausbon family who acquired it in 1890. W. Fletcher Ausbon (1868-1930) was listed as editor of the newspaper beginning with the 19 July 1889 issue and in April 1890 his brother C. V. W. Ausbon (1863-1946) replaced Mr. Huson as business manager signaling the change of ownership.(47) The Ausbon brothers were consummate boosters of Plymouth and continually challenged their readers and citizens of Plymouth to work hard, and ever harder, to help the town meet its potential. In a column of local news entitled "Beacon Flashes," they reported a broad range of news and always complimented any homeowner or businessman who made improvements to his property. Doing so they encouraged a spirit of competition in every aspect and quarter of community life.

The Leaders of Plymouth in the Late 19th and Early 20th Centuries

The Ausbon brothers were two men in a group of some half dozen that are largely responsible for the growth of Plymouth in the late 19th century. Fletcher Ausbon resigned as editor of the Roanoke Beacon in 1894 and opened an insurance and realty business: after his death in 1930 his daughter, Hermine Ramsey, operated the agency until 1976. Ausbon lived in the house (#88) at the corner of Washington and Third streets. Its weatherboards today remain marked by bullet holes of Union soldiers. Surely his occupation of this historic house shaped his affection for Plymouth. His brother remained as editor of the Roanoke Beacon until 1929 when he gave up his interest in the newspaper. From December, 1906, to March, 1942, he was clerk of the Superior Court of Washington County. One of their elders in the business community was Levi Blount (1841-1918), whose ancestors had been in the counties on the Albemarle Sound since the 17th century. He married Sarah Alethia Newbury (1848-1913), the daughter of Joseph D. Newbury who apparently was an overseer at the great Collins plantation, Somerset Place.(48) Blount had broad business interests in Plymouth and owned considerable commercial and residential property here including the Blount Building (#4-5). He served as sheriff of the county from 1892 to 1896. Blount's only surviving child, his daughter Loulie May (1868-1951), married another of Plymouth's great businessmen, William Henry Hampton (1843-1911). Hampton, a native of Currituck County, was also a man of broad business interests and he owned both the Kitty Hawk and Slade fisheries that were located on the Roanoke River just west of Plymouth. He also built, beginning in 1898, a brick store (#185-188) that with its sequence of repetitive additions is the largest surviving commercial building in the historic district. His widow and son, William Roy Hampton (1889-1951), continued the operation of his enterprises after his death.

Benjamin Franklin Owens (1841-1912) was a contemporary of Levi Blount's, and in 1863 he married Ann Olivia Latham (1846-1909), the eldest daughter of Charles Latham. Their home, Romarbor (no longer standing), was the next place east of the Latham family house (#45) on Main Street and in 1889 it was described in the Beacon as "one of the handsomest residences to be seen on the road between Plymouth and Columbia."(49) While it has been lost, there remain impressive houses on Main Street that were the homes of his children: Louis Latham Owens (1871-1928) (WH49); Clyde Walker Owens (1872-1937)(#43); Lucille Owens Murphy (b. 1874) (#47). A daughter Mabel Owens (1884-1928), married Onward R. Leggett and lived in two houses (#125-126) on Washington Street.
William Joseph Jackson (1858-1929), the son of William H. Jackson

(1829-1872), was another native of Washington County who, of all the turn-of-the century leaders, played the most important role in the architectural history of Plymouth. In his obituary it was his career as sheriff of Washington County (1900-1908) that was stressed, but his greater contribution to the town of Plymouth was as the principal contractor/builder here from the 1880's into the 1910's.(50) In a paid notice in the 12 September 1890 Roanoke Beacon, the firm of Nurney and Jackson advertised their services as undertakers and cabinetmakers also advising the public that they were "Contractors and builders of long experience." It is unclear when they established their partnership; approving mentions of their work throughout town appeared in the local news column beginning in 1889 and with increasing frequency in 1891, when on 10 April the Beacon announced that the partnership was dissolved. A week later they explained that Mr. Nurney would continue the undertaking business and Mr. Jackson would do contracting. As time went on both men undertook both undertaking and building work, however, Jackson clearly enjoyed the greater share of the building trade. There are several known buildings attributed to him in the historic district including the Hampton Academy (#208) and his own house (#231) at 214 West Third Street that he built in 1891-1892. The majority of the buildings known to have been erected by Benjamin F. Nurney (1845-1912) were on the waterfront and have been lost. Although there were other local and out-of-town contractors mentioned in the press in this period clearly, Jackson was the contractor/builder responsible for the majority of buildings from the decades at the turn of the century.

Louis Henry Hornthal (1844-1912), who came to Plymouth in 1865 and opened a store here that same year, is another of the prominent businessmen from the late 19th century.(51) He quickly established himself socially when he married Martha W. Bateman (1847-1894). Operating in partnership with his sibling Louis Hornthal as Hornthal & Bro., he had one of the premiere dry goods stores in town. It is listed in the 1867-1868 edition of Branson's and it continued to operate here, last under his son's direction, until 1908. Hornthal's brick store (#1), probably erected about 1890, is one of the four important brick buildings on Water Street at the head of Washington Street. The more conspicuous landmark associated with the family is their great Italianate villa (#205) at 109 W. Main Street that remained the family residence until shortly before the death of his son Louis Philip Hornthal (1870-1931).

Not surprisingly, many of the men who rose to prominence in Plymouth in the later 19th century (and in the 20th century) came to the port town because of the economic opportunities it offered. Foremost among this

circle of men was David O. Brinkley (1853-1932). A native of Gates County, Brinkley apparently came to Plymouth in the early 1880's and is first seen as the owner and proprietor of a saloon on Water Street that is first listed in Branson's in 1884. Brinkley prospered in the 1880's and 1890's, acquired large real estate holdings, and operated a commercial brickyard. In 1906 he hired Burrell Riddick of Suffolk, Virginia to erect the three-story hotel (#102 and #192) at the head of Washington Street that was completed and opened in 1907. Seven years later he built a large cast-cement block house (#209) for himself that continues to dominate the corner of Main and Jefferson streets. He also appears to have been a major benefactor of the Mt. Hebron A. M. E. Zion congregation that erected a cast cement block church (WH66) in 1915 on Madison Street. Later in the 20th century he built a one-story brick block (#103) of four rental storefronts on Washington Street just south of the hotel. He also owned and developed property in south and southwest Plymouth and erected many one-story rental houses. Brinkley Avenue is named for him. In response to the pleas of the Beacon editors, he set aside a tract of land on "the hill at the right as you pass down the Roper Road" for a public cemetery (WH59) in 1899 and there he was buried in 1932.(52)

The Fire of 1898 and the Period of Recovery and Growth in the Early 20th Century

In 1898 all of these men were called upon and ably responded to the greatest disaster to strike Plymouth since the events of the Union occupation in 1862-1865 and an earlier fire in 1881.

> On Thursday night, April 14th at a few minutes past 11 o'clock, the alarm whistle of the Plymouth Milling Co., sounded, and in a few minutes the streets were filled with excited people crying Fire! Fire!
>
> The fire proved to be in the second story of the grocery store of M. J. Bunch & Co., on Water street, and before the people could get to the scene the building was almost destroyed and the flames had caught to the large store of W. H. Hampton. The wind was blowing from the West and despite the efforts of the citizens, aided by the engine, the fire made a dash down Water street, wrapping in its angry flames every house on the water side of the street as far as Skittletharpe & Cooper's store. All the buildings were frame except the Town Hall and market and the double store occupied by Blount & Bro., and the Plymouth Drug Co.

> At one time the Court House, jail, and several residences on Main street caught from flying shingles, and it seemed that the entire town was going to be swept away. Several times the buildings on the opposite side of the street caught and would have been laid in ashes but for the heroic work of the citizens.(53)

The account appeared on 6 May in the Roanoke Beacon under the headline "Plymouth Ablaze" and carried the subtitle, "Half the Business Part of the Town Swept Away by the Flames." It contained a complete listing of all losses in both stock and buildings to merchants and landlords alike and ended with the sobering statements: "The total loss sustained from this fire will reach no less than $50,000 above that covered by insurance. Nearly all the buildings were large and of modern design, and all are total loss, save the Town Hall and market, which can be replaced with the insurance."

Work began immediately on rebuilding the lost stores on Plymouth's waterfront. The 13 May 1898 issue of the Beacon reported that "Contractor Riddick began the erection of a brick block (#11-12) for Hornthal on Monday. There are to be five nice stores in this block." Some four months later the Beacon reported--again in "Beacon Flashes," the local news column--that "The army of workmen that have been at work for Contractors Riddick & Barnes for the past four months, rebuilding the burnt district, have all gone but two or three and they are very much missed. Taking them all in all they were a clever set of gentlemen."(54) The Hampton Store (#185) that bears the date "1898" on its front was surely one of these buildings newly erected by Riddick & Barnes.

The rapid rebuilding that occurred in the aftermath of the fire is clearly visible in a comparison of the Sanborn-Perris Map Co.'s maps of Plymouth for 1894--the first year Plymouth was mapped--and 1900. Whereas in 1894 there were three brick buildings on the north side of Water Street in the two blocks between Jefferson and Adams streets, there were nine in 1900, six of which contained two or more storefronts. As as result of the losses in 1898 the town council passed an ordinance prohibiting the erection of frame buildings on Water Street.

The Sanborn-Perris Map of Plymouth in 1894 comprises two sheets. The first sheet covers the two blocks between Adams Street on the east and Jefferson Street on the west, extending from the Roanoke River to just south of Third Street. Of the twenty-one houses shown on the map only two--the Hornthal House (#205) and Windley-Ausbon House (#88)--remain, and from the business district only the Hornthal

Store and a small frame commercial building (#84) on Washington Street survive. All the others have been replaced or pulled down.(55)

The second sheet in this first series has the plans of five industrial concerns, four of which are timber related industries: Hassell Lumber Co.'s Saw Mill; Walker & Myers Saw and Shingle Mill at the west end of Water Street; Loane & Co.'s Saw and Shingle Mill; and the Roanoke Rail Road & Lumber Co.'s Saw Mill on Welch's Creek. The other three and the Atlantic Coast Line Rail Road's Transfer Elevation were all located on the south bank of the Roanoke River. These four maritime lumbering operations reflected both the continuation of the long local tradition and the infusion of new and out of state capital. Walker & Myers Mill was owned by Capt. A. M. Walker and J. R. Myers of Baltimore, Maryland: the firm began shipping lumber in February 1891. The Hassell Lumber Co. was owned by J. W. Hussey of New York. C. D. Loane of Gates County founded the mill that bore his name.

While important to the local economy and substantial in their operations, these saw mills were modest when compared to the scale of the Wilts Veneer Company, owned by John F. Wilts, that opened Plymouth in 1902 on the south shore of the Roanoke River about a mile northeast of town.(56) The mill appears on the Sanborn Map of Plymouth in 1905. Between 1905 and 1910 the manufacturing plant was essentially rebuilt in brick on a grand scale unequaled by any other manufactory in Plymouth. There were yet further additions made by 1915 that brought it to the size in which it operated through the mid-1920's. It failed and the plant was acquired about 1929 by the Chicago Mill and Lumber Co. that operated it successfully for some years.

From 1902 until the 1920's the Wilts Company was the largest timber-related concern in Plymouth. Its decline in that decade was matched by the rise of the National Handle Company that first established its operations in downtown Plymouth on Water Street but in 1927 moved to a complex of handsome buildings (WH11) to the west of town on Main Street Extended, just inside the Washington/Martin county border.(57) The National Handle Company and the Chicago Mill and Lumber Co. were the largest wood manufacturing businesses in Plymouth from the 1920's until October, 1937, when the North Carolina Pulp Company opened its plant further west of the National Handle Company plant in Martin County.

The unprecedented scale of the manufacturing plant established in Plymouth by the Wilts Veneer Company was one of the major factors in Plymouth's population explosion in he first decade of the 20th century. During the

period of 113 years from the town's establishment in 1787 until 1900, the population grew to a total of 1,011, with the fluctuations noted in the foregoing discussion. But during the ten years between 1900 and 1910 the population more than doubled to a total of 2,165 persons. The erection of the Wilts factory and the need for hundreds of workers there and in the other lumber operations and manufacturing concerns were a major part of great expansion. Another factor was the growth generated by the rebuilding and expansion of the commercial district following the 1898 fire.

The list of losses in the 1898 fire reads like a roster of the town's principal businessmen and civic leaders. In retrospect it seems clear that in their shared loss they saw a shared opportunity, and for perhaps the first and last time in the town's history, Plymouth's leading men joined together in a broadly cooperative effort to rejuvenate not only their own business houses but the town's economic base. This rebuilding and expansion was possible in large part because The Atlantic Coast Line Rail Road that had entered Plymouth in 1889 was joined in 1904 by the Norfolk & Southern line. This railroad reenforced the already strong maritime transportation route between Plymouth and Norfolk. The Atlantic Coast Line spur entered Plymouth from the east and ended on the waterfront between the heads of Adams and Madison Street. On the west side of town a Norfolk & Southern Rail Road Freight Depot had been built by 1900 amidst warehouses and wharves on the waterfront between Washington and Jefferson streets. By 1905 a new Norfolk & Southern freight and passenger depot had been erected on the north corner of Water and Monroe streets.

The Sanborn-Perris Map of Plymouth of 1900 doubled the portion of the town that it had mapped in 1894. It covers nearly all the rectangular area that was laid out in lots in 1787, from Madison Street on the northeast to Monroe Street on the southwest: it includes Water Street, Main Street, and the buildings that lined both side of Third Street. It is readily apparent that a building boom in the late 19th century had not only built up many of the lots that were vacant in 1894, but both owner-occupied and rental dwellings had been built in the blocks newly-represented on the 1900 map.

The four sheets comprising the Sanborn Map of Plymouth in 1905 added, for the first time, the blocks of Fourth Street between Adams and Jefferson which was sparsely built-up and the Wilts Veneer plant. The tremendous growth of the town in the 1900's is reflected in the coverage afforded the town on seven sheets by the Sanborn Map Co. in 1910. Nearly all of the built-up portion of town was illustrated, except for the outlying Black

neighborhoods in southeast and southwest Plymouth. Lining the streets were substantial houses erected for owner occupants and dozens of rental dwellings: both types had been noted in the local news column, "Beacon Flashes", in the Roanoke Beacon.(58)

The Beacon proudly heralded every aspect of the growth of Plymouth in its pages during the early 20th century. The spirit of the times is well-defined in an editorial statement entitled "Enterprises" that appeared on 15 May 1903:

> To build a town solidly the citizens, especially the businessmen, must pull together as one man. The progress of a town, means progress of its citizens. We want to see Plymouth grow in everything that is good. We would be glad to see every laudable enterprise here successful and see others come in. There is room here. Let the business men of Plymouth meet and agree to co-operate in establishing every helpful and needful enterprise that may wish to come here. There are plenty of places besides Plymouth, and if no encouragement be given to enterprises seeking places, we cannot expect to grow. The life of a town is the activity of the business men in laudable pursuits and assisting in securing desirable locations for those who may wish to come. Don't sit down and wait but let us bestir ourselves for the continued progress of the town.

The town government joined in the effort when it acquired, platted, and offered for residential development in 1904 the fields around Fort Williams, the long lost Civil War fortification, on the southwest side of Washington Street.(59) In "Beacon Flashes" Fletcher Ausbon, the editor of the newspaper, and his brother who succeeded him as editor in 1905, talked up the improvements and expansion that was occurring throughout Plymouth. In the 26 August 1904 issue Ausbon wrote, "The sound of hammer and saw is being heard in different sections of our town, which is an evidence that we are still on the road to prosperity." That was again described in the Beacon of 20 August 1909:

> The carpenter's tools and painters brush in surely being freely used in this town. New buildings are going up on nearly every street, old ones are being repaired, remodeled and repainted. Indeed if the good work goes on we will soon have a big town. Let everybody get the spirit of a "home beautiful" and a "town beautiful." No matter how small your home it can be made clean and attractive by the use of the paint or white-wash brush. Plant flowers, trees and shrubbery. Keep down the weeds, keep the fences painted or white-washed. Keep the side walk in front of your place clean.

Some of the accomplishments of the first decade of the 20th century were noted in the Beacon in its 12 May 1911 issue:

> As our new city officials take the reins of government, and an incentive to future progress, lets [SIC] note some of the most progressive acts of that period.
>
> During this time and while the official body of the city was presided over by Mayor S. B. Spruill, our town has seen many new and handsome buildings erected; it has seen electric lights take the place of the old oil lamps; an up-to-date fire engine has been purchased; a much needed town wharf has been built, and much concrete walk has been laid, besides many other improvements, among which should be mentioned several artesian wells, which add greatly to the health of the town.
>
> Many of the above mentioned improvements were brought about by the personal effort of Mayor Spruill,... .

Plymouth continued to progress in the 1910's and 1920's but the decade of the 1900's was probably its heyday. During those years the village took on the appearance of a small town. The blocks of the commercial district were built up and through the beneficence of Dr. John T. Hampton, the brother of W. H. Hampton, a two-story brick school--the Hampton Academy (#208)--was erected on Main Street and opened in 1902: it was expanded by an ell in 1905.

Economic and Civic Progress in the 1910s and the 1920s

The growth of Plymouth in the second and third decades of the century was measured not by a population increase but by a broadening of the commercial, industrial, civic, and residential efforts begun in the opening years of the century. In fact the population declined by 318 persons to a total of 1,847 in the Census of 1920. The population nearly returned to the 1910 peak (2,165) in 1930 when the official count was 2,139.(60) The entries for Plymouth in The North Carolina Year Book and Business Directory, published yearly in Raleigh from 1901 to 1937, reflect the increasing specialization of mercantile operations in the town and the increase in manufacturing and maritime lumbering operations.(61) Those developments are borne out by the editorial columns, the advertising, and the local news that was published in the Roanoke Beacon, a consistency that was marked by the hand of Clarence Vance Walker Ausbon (1863-1946) who was editor of the newspaper until 1929.

The increased population of Plymouth in the early 20th century swelled it well beyond the limits of the town that had been laid out in 1787 and in 1914 the town commissioners ordered a new survey of the town.(62) A. J. Newberry's map of Plymouth, dated 1914, shows the town-sponsored residential development in the Fort William field between Monroe and Washington streets and two private developments.(63)

David O. Brinkley owned large tracts of farm and woodlands to the southwest of Plymouth, including the property nearest to town that was crossed by both the Atlantic Coast Line and Norfolk & Southern railroads. In the triangle bounded by the two rail lines and on the third side by the main public road leading west to Jamesville, he laid out Woodlawn (WH18)--a working class neighborhood of small lots and a companion baseball park. The simple frame dwellings that were later built here have remained largely rental to the present. In 1912 Enoch Ludford registered the plat of South Plymouth, a lower middle class residential subdivision laid out by W. W. Ange, on the east side of Washington Street and immediately south of the Norfolk & Southern tracks.(64) Shortly thereafter Wilts Veneer Company undertook the construction of the first known company housing project in Plymouth. Being outside the town limits, "White City" was not shown on the Sanborn Map Co.'s 1915 map of Plymouth. The neighborhood of thirty-seven identical one-and-a- half story frame houses, erected in rigidly symmetrical rows on the south side of East Main Street opposite the road leading to the veneer plant, was mapped in 1924.(65)

Within the town there was activity on many fronts. The Plymouth Building and Loan was organized in 1915, in 1916 the Chamber of Commerce was organized, and in 1917 Garrett & Co., a Norfolk based winery, erected a large brick grape juice plant (#132) on the west side of Washington Street between the tracks of the two railroads. While the Episcopal, Christian, and Methodist congregations continued to worship in their 19th century churches--Grace Church (#61) was handsomely rebuilt in 1892 and the (now lost) Christian Church had been erected in the late 1890's--the town's white Baptist congregation outgrew its frame church at the corner of Third and Monroe streets and in 1915 broke ground for a Renaissance Revival brick church (#109) crowned by an octagonal dome two blocks to the east on the south corner of Washington and Third streets.(66) In that same year the Mt. Hebron AME Zion congregation built their handsome cement-block church on Madison Street. The largest building project at the end of the 1910's was the construction of a new courthouse (#76) for Washington County that was completed in 1919 on the site of the earlier courthouse that was razed; it was occupied in 1920.

Whereas many communities in eastern North Carolina experienced a great building boom in the 1920's, construction in Plymouth did not equal the efforts of the earlier decades. There were, however, two major school buildings erected, two train stations, and a number of handsome bungalows, Colonial Revival houses, and period cottages, in addition to the aforementioned plant for the National Handle Company. The Plymouth Graded School, a large two-story brick building (now lost), was completed on Washington Street in 1922. At the end of the decade a brick school for Negroes, the Washington County Training School (WH56), was erected with support from the Rosenwald Fund.(67) The Atlantic Coast Line Railroad erected a new brick freight depot (#25) on Water Street in 1923 and in 1927 a brick union passenger station (#101) was erected on the east side of Washington Street between the tracks of the two lines.(68) Except for the Wilts Veneer Company's housing project erected on East Main Street, the dwellings from this period were erected on vacant lots or they replaced earlier buildings on old town lots.

Again, the spirit of the times was captured in print by the Roanoke Beacon on 16 January 1925.

> Every day it can be heard from travelers coming into Plymouth who have been visiting the town for years past remark upon its advancement. The street paving program which began here last week has caused those remarks to be uttered. During the past year, however, it is a fact that Plymouth has made more progressive steps than in any five years of her existence. Practically every store in the town has been improved, in some manner, a great many homes have been remodeled or otherwise improved, premises have been cleaned and beautified and a general air of progress has pervaded the entire town. A modern electric light plant has taken place of the old one, and now our old muddy, slushy, uninviting streets are giving way to the most modern form of pavement.

But the 1920's was a decade that was also marked by harbingers of a different future. The above editorial continued for two more paragraphs and described mail-order purchasing by Plymouth residents at the expense of like goods and personal service provided by local merchants. And beginning in the 1920's the pages of the Beacon were filled with advertisements for automobiles just as the columns of local news became cluttered with endless accounts of motoring trips to near and far by the town's leading citizens. In 1927 the Great Atlantic and Pacific Tea Company opened a grocery store here, the first chain store to open a business house in competition with local merchants. In 1929 the town

council voted to award the franchise for electrical service to the Virginia Power and Electric Company, and through the fall of 1929 the Beacon lamented the lack of support for the local Chamber of Commerce. There had been curiously little mention of the stock market crash in the local press.(69)

III. THE OPENING STAGE OF A TWENTY-YEAR BOOM PERIOD: NORTH CAROLINA PULP COMPANY ESTABLISHES A PLANT IN PLYMOUTH, 1931-1941.

The Early 1930s

Because of the absence of mention in the ROANOKE BEACON on the local effects of the broadening national Depression in the early 1930s, it is diffucult to gauge its impact in Plymouth. The principal evidence of the Depression's effect is the dramatic rise during the early to mid 1930s of the number of legal notices offering foreclosed lands for sale, mostly agricultural and outside Plymouth. It appears that most merchants held a small but steady business throughout the 1930s. The negative effects of a decline in cash sales were surely offset by the system of bartering farm products for manufactured goods that had existed in Plymouth since the 19th century. There were, however, two areas of commerce in which activity abounded; automobile sales and service; and the moving pictures.

While there were a number of automobile dealers in Plymouth in the 1920's, the first major building associated with the motor car was the Central Garage (#74), erected for Thomas Adolph Stubbs in 1930-1931 on Adams Street between the courthouse and Water Street.(70) As happened elsewhere in North Carolina the large brick or frame buildings, occupied by livery stables in the opening years of the century, were given a second life when they were refitted as automobile sales rooms. Such was the case in Plymouth when the Woodley Willis dealership occupied the (now lost) old Shugar Stables on Water Street. This block proved attractive for automobile sales. In 1938 James Roy Manning and J. B. Willoughby erected a modern showroom for Plymouth Motor Company (#133) on Jefferson Street where its successor, Manning Motors, continues in operation today.(71) House Chevrolet built a showroom (#203) in 1940 on Water Street on the west side of the Shugar livery stable. Filling stations were also erected in town by dealers for Standard Oil, Texaco, and the Sinclair Oil Company.

Moving pictures took on an increasingly prominent role in the 1930's. In 1932, John Shepherd Brinkley (1903-1956) came to Plymouth to manage the New Theatre (#197) on Water Street built by Ambrose Owens, that had opened in 1930. It proved so successful that in 1937 he built and opened a

second theatre, the Plymouth Theatre (#104) on Washington Street. The New Theatre burned in 1939 and Brinkley reopened it in 1946 as the Daly Theatre, honoring Plymouth native John Augustin Daly (1838-1899), one of America's foremost 19th century theatrical producers.(72)

Meanwhile, the social and commercial life of the town continued much as it had in the 1920's. In 1930 Benjamin Gary Campbell erected a new warehouse (#23) for his wholesale grocery business on Water Street near the ACL freight depot. The Chamber of Commerce that had languished in the early 1930's was reorganized in 1935, and on 25 May of that year, Rose's Stores opened a five and dime store on Water Street. Later in the year, Carl L. Groves who had superintended the operation of the National Handle Company for some dozen years, departed Plymouth for a more lucrative position in Georgia, and James W. Norman bought out Ambrose Owens' furniture business.(73) Owens turned his attention to his farming interests and at his death in 1939 he was the largest farmer in Washington County.

The North Carolina Pulp Company Plant

Life in Plymouth and Washington County would have continued on in much the same steady fashion through the 1930's to 1941 and the beginning of World War II except for events that occurred in 1936 to 1937. Zeb Vance Norman (1888-1968), an attorney and member of a family prominent in the social and commercial life of Plymouth, was an ardent advocate of progress both privately and in his work for the Chamber of Commerce. In 1936 he served as the local agent for representatives of the Kieckhefer Container Company who were traveling in eastern North Carolina looking for a site for a proposed pulp mill. Throughout the late summer and autumn of 1936 conversation in Plymouth repeated the rumor of the new mill locating in Plymouth. In November, 1936, the Kieckhefer company acquired the Thomas S. Lucas Farm, a tract of some 380 acres. It was not in Plymouth nor Washington County, but a mile or so to the west, just inside the Martin County border. Nevertheless, this was seen as a great coup for Plymouth and the area.(74)

Construction on the plant began almost immediately, and the projected cost of one and a half million dollars doubled by the time the first phase of the plant was completed in October, 1937. The first shift of workers began the production of pulp paper on Monday, 25 October 1937. Approximately 300 workers were initially employed, of which some fifty were brought in from other plants operated by Henry M. Kieckhefer, president of the company.

Almost immediately changes began to be felt in Plymouth and the first was the need for additional housing. The company was well aware of this need from the beginning and in 1937 they undertook the development of Plymouth Country Club Estates (WH45) on a large tract of former farmland about a half-mile southwest of Plymouth and adjacent to the plant tract. A club house and golf course were established, and a large residence for the mill manager was erected overlooking the greens. Some sixteen additional two story frame houses, largely identical in appearance, were erected for the mill management and about a dozen one-story houses, also repetitive in their appearance, were erected by 1938 when the plat of the development was registered at the courthouse.

The plant had been in operation little more than a year when the decision was made to add bleaching and finishing operations here. This expansion would accommodate the removal of machinery from the Cherry River Paper Company in Richwood, West Virginia. It would also involve the transfer of some hundred or more workers to Plymouth to assist in the operation of the expanded facility. But the immediate concern described in the Roanoke Beacon on 7 April 1939 was housing for the hundreds of workers who would be involved in the expansion of the plant. The article also announced that the company had decided against erecting more company housing, thus throwing the burden over to private interests. John L. Phelps was one of the local capitalists who undertook the construction of rental housing both inside and outside the city limits. That same year Thomas C. Burgess, who was then living in the Latham House (#45) at 311 East Main, laid off a subdivision of fifty lots to the southeast of his house and adjoining Fairvale Terrace, an earlier development, on the south side of East Main Street.

Despite these private efforts, it soon became obvious that the company would have to assume responsibility for providing housing for its workers who began relocating here from Richwood, West Virginia in 1939. In a triangular tract of land, to the south and backside of the golf course and separated from it by the Atlantic Coast Line Rail Road tracts, the company plotted a village for workers that came to be called Little Richwood (=46). Here, on Cranberry and Cherry streets and Oakford and Park avenues were erected modest one-story frame houses that were largely occupied by workers arriving here from West Virginia.

By May, 1940, when the expansion was completed the machinery put in place, the company was employing about 500 people and a smaller expansion, completed in 1941, added another one hundred workers to the company payroll.

The impact of the North Carolina Pulp Company plant can in no way be underestimated in its effect on the economic, social, and political life of the community. Initially, it provided a near-immediate recovery from any local effects of the Great Depression, guaranteeing its employees a weekly wage and steady employment. In the years since 1941 the plant has increased in size, in the number of employees, and in its role in the life of Plymouth, eastern Washington County, and western Martin County. Rural workers, no longer dependant on the soil for a living, lost their association with the land at the same time that the company was buying up both forested and agricultural lands for timber cutting and future tree farms. The arrival of the North Carolina Pulp Company in 1937 and its construction activities through 1941 form a dramatic coda to the pre-1941 period in the town's history. In 1941 the United States entered World War II and Plymouth expanded its town limits in response to the intense growth of the past four years. In 1940, the population was 2,461 persons but by 1950 it would nearly double to 4,486.

And yet tradition persisted in the town and does today. In 1935 to 1937 the Agricultural Building (#75) was erected by the Works Progress Administration on the lot between the courthouse and the Central Garage. It housed various functions of the U. S. Department of Agriculture including a model kitchen for the Home Demonstration Agent. Today it continues to house those same and related services used by the largely rural Washington County population.

In March 1939 the North Carolina General Assembly enacted a bill to establish "an Historical Commission for Washington County" naming John W. Darden, James W. Norman, Addie Latham Brinkley, and Augusta Chandler Carstarphen as members. The first meeting of the commission was held in 1940 and plans were discussed to move forward with the organization of the commission, including additional members, in 1941. That was not to occur, however, because the war intervened.(75)

NOTES

1. David Leroy Corbitt, THE FORMATION OF THE NORTH CAROLINA COUNTIES, 1663-1943 (Raleigh: State Department of Archives and History, 1969), pp. 65-67, 206-209, 218-220.

2. HISTORIC WASHINGTON COUNTY (Plymouth: Washington County Historical Society, n.d.). Hereinafter cited as HISTORIC WASHINGTON COUNTY. John W. Darden, "The Story of Washington County, N.C.," an unpublished typescript loose-leaf history of the county. A photocopy is on file

at the Washington County Public Library, Plymouth, North Carolina. Hereinafter cited as Darden, "Story of Washington County." These two works are the principal secondary sources of local history as there is no authorative, published history of either Washington County or Plymouth. HISTORIC WASHINGTON COUNTY is a collection of short sketches on individual buildings or topics particular to Washington County history. Mr. Darden's draft manuscript is also organized in short chapters that follow a general chronological and thematic format. Neither work is footnoted. Darden's work is not paginated as a complete work; rather most of the individual chapters have an internal pagination. While it is clear that the public records of the county were the basis of much of the information represented in both efforts, it is also apparent that personal knowledge and private research were major sources of Darden's manuscript history.

3. ROANOKE BEACON (Plymouth), May 6, 1898.

4. Tyrrell County Office of the Register of Deeds, Tyrrell County Courthouse, Columbia, Book 10, page 253; and Book 10, pp. 458-460.

5. EDENTON GAZETTE (Edenton), April 13, 1819. The only other street in Plymouth bearing the name of a U.S. president is Andrew Jackson Drive that extends from East Main Street southward to the former Washington County Training School. It was laid-off and named in 1929-1930 when the former Owens lands here were subdivided and the rear portion purchased by the county Board of Education as the site of the new Black public school.

6. REPORT OF THE COMMITTEE OF COMMERCE AND MANUFACTURES, TO WHOM WERE REFERRED,...SEVERAL PETITIONS OF SUNDRY MERCHANTS, TRADERS AND FARMERS, ON THE WATERS OF ROANOKE AND CASHIE RIVERS, IN THE DISTRICT OF EDENTON,...TOGETHER WITH A REPORT THERON, MADE AT THE LAST SESSION OF CONGRESS (Washington: A & G Way, Printers, 1806), p. 4.

7. Darden, "Story of Washington County." The Cashie River flows in a southeasterly direction through the center of Bertie County and parallel to the Roanoke. It enters the Albemarle Sound immediately north of where the Roanoke empties into the Albemarle.

8. REPORT ON THE PETITION ON L. FAGAN, COLLECTOR OF THE PORT AND DISTRICT OF PLYMOUTH, NORTH CAROLINA. (Washington: Committee of Ways and Means, U.S. Congress, 1812).

9. EDENTON GAZETTE (Edenton), January 26, 1819, February 2, 1819, February 9, 1819, April 27, 1819, May 9, 1819, July 13, 1819.

10. John C. Emmerson, Jr., THE STEAM-BOAT COMES TO NORFOLK HARBOR, AND THE LOG OF THE FIRST TEN YEARS; 1815-1825; TOGETHER WITH SOME ACCOUNT OF EARLY STEAM BOATS IN NORTH CAROLINA WATERS;...AS REPORTED BY THE NORFOLK GAZETTE & PUBLICK LEDGER, THE AMERICAN BEACON AND THE NORFOLK & PORTSMOUTH HERALD (Ann Arbor, Michigan: Edwards Brothers, Inc., 1949). THE AMERICAN BEACON (Norfolk): August 13, 1818; December 11, 1818; January 28, 1819.

11. THE AMERICAN BEACON (Norfolk), January 29, 1821. EDENTON GAZETTE (Edenton), January 21, 1822.

12. EDENTON GAZETTE (Edenton), January 21, 1822. The "General Iredell" was named for James Iredell, Jr. (1788-1853), a native of Edenton who, in 1815, was appointed brigadier general of the North Carolina Militia. His father was James Iredell (1751-1799), the United States Supreme Court Justice. Horace Ely was one of seven commissioners appointed in 1823 to acquire land and to erect the new public buildings in Plymouth.

13. HISTORIC WASHINGTON COUNTY, pp. 5, 9, 18.

14. Washington County Office of the Register of Deeds, Washington County Courthouse, Plymouth, Deed Book L, pp. 648-651.

15. A BILL TO INCORPORATE A BANK IN THE TOWN OF PLYMOUTH, IN THE COUNTY OF WASHINGTON (Raleigh: W. W. Holden, 1854).

16. EDENTON GAZETTE (Edenton), January 4, 1820.

17. EDENTON GAZETTE (Edenton): October 12, 1819; November 30, 1819; December 7, 1819; January 25, 1820; April 4, 1820; July 31, 1820; April 23, 1821; January 26, 1827.

18. EDENTON GAZETTE (Edenton), February 9, 1819.

19. Darden, "Story of Washington County".

20. "History of Plymouth United Methodist Church" (Plymouth: n.p., 1977), pp. 1-2. This booklet was compiled by the church Sesquicennial Committee in 1977; the chairman was Mrs. Edward Hill.

21. Thomas S. Armistead, "History of Grace Church, Plymouth, N.C., "THE CHURCH MESSINGER, Volume IV, Number 11 (Durham: Rev. Charles J. Curtis, Editor, Proprietor, Publisher, August 3, 1882).

22. John C. Emmerson, Jr., STEAM NAVIGAION IN VIRGINIA AND NORTHEASTERN NORTH CAROLINA WATERS, 1826-1836 (Portsmouth, John C. Emmerson, Jr., 1949). NORFOLK & PORTSMOUTH HERALD, April 13, 1829. AMERICAN BEACON, March 22, 1830. AMERICAN BEACON, January 16, 1834. After the Petersburg Railroad extended a line some seven miles south of the state's border into Halifax County in 1833, it became an alternative route for the planters who shipped tobacco and other crops northward.

23. UNITED STATES BUREAU OF THE CENSUS, FIFTH CENSUS (1830), Washington County, National Archives Microfilm. UNITED STATES BUREAU OF THE CENSUS, SIXTH CENSUS (1840), Washington County, National Archives Microfilm.

24. THE SEVENTH CENSUS OF THE UNITED STATES: 1850 (Washington: Robert Armstrong, 1853), p. 308. POPULATION OF THE UNITED STATES IN 1860; COMPILED FROM THE ORIGINAL RETURNS OF THE EIGHTH CENSUS,... (Washington: Government Printing Office, 1864), p. 359.

25. PLYMOUTH NEWS (Plymouth), October 12, 1849. The issues quoted from herein are the only two known surviving issues of the newspaper.

26. PLYMOUTH NEWS (Plymouth), December 11, 1850. The newspaper also carried an advertisement for "Mr. Franklin, House, Sign, Ship and Ornamental Painter," citing references in Elizabeth City where he had worked for three years. There was also a notice, headlined "Cypress Lumber Wanted," placed by the Washington County Commissioners who were seeking proposals to supply lumber with which to build a new county jail. The commissioners were: Josiah Collins, the owner of the famed Somerset Plantation; John B. Beasley (1796-1855) whose gravestone at Grace Church is enclosed by a handsome cast-iron fence; John G. Williams; and Thomas B. Nicholls.

27. PLYMOUTH BANNER (Plymouth), February 15, 1856. This issue was Vol. 1, No. 4. It contained a letter, addressed to the postmaster in Plymouth, from Henry S. Thacher who had come to Plymouth in 1818 and remained here until 1821 when he returned to Biddeford, Maine. He recounted his memories of Plymouth and its leading citizens after describing his life as a banker in Maine and his retirement to Northfield, Massachusetts. While in Plymouth, Thacher was in

partnership with Edmund Haggens. The last known surviving issue of the BANNER was published on December 19, 1856.

28. ROANOKE CRESSET (Plymouth), July 30, 1859. This issue was Vol. 2, No. 11, indicating that the newspaper must have first been printed in 1858. Robert Smith Goelet is thought to be the great-grandson of Edward Buncombe who built the great and long lost 18th century mansion Buncombe Hall between what is now Pleasant Grove and Roper. Goelet lived in a substantial two-story house (now lost) immediately east of the Court House on Main Street where his daughter Lizzie Goelet Walker Knight (187_-1946) also lived until her death.

29. The most extended recent discussion of the occupation and battles of Plymouth appear in William R. Trotter's IRONCLADS AND COLUMBIADS (Greensboro: Signal Research, Inc., 1989). That book is "Volume III: The Coast" in a series entitled The Civil War in North Carolina. A larger, critical treatment of Washington County during the Civil War is Wayne K. Durrill's WAR OF ANOTHER KIND (New York: Oxford University Press, 1990) in which he throws remarkable light on the lives and political careers of two prominent citizens of Plymouth: Hezekiah G. Spruill (1808-1874); and Charles Latham (1811-1893). For additional information on Plymouth during the Civil War the following books, among others, can be consulted: OFFICIAL RECORDS OF THE UNION AND CONFEDERATE NAVIES IN THE WAR OF THE REBELLION (Washington: Government Printing Office, various dates); RECORD OF THE SERVICE OF THE FORTY-FOURTH MASSACHUSETTS VOLUNTEER MILITIA IN NORTH CAROLINA (Boston: University Press, John Wilson and Son, 1887); John A. Reed, HISTORY OF THE 101ST REGIMENT PENNSYLVANIA VETERAN VOLUNTEER INFANTRY (Chicago: L. S. Dickey, 1910); John Donaghy, ARMY EXPERIENCE OF CAPT. JOHN DONAGHY (Deland, Florida: E. O. Painter Printing Co., 1926); Luther S. Dickey, HISTORY OF THE 103D REGIMENT PENNSYLVANIA VETERAN VOLUNTEER INFANTRY (Chicago: L. S. Dickey, 1910); J. W. Merrill (compiler), RECORDS OF THE 24TH INDEPENDENT BATTEY, NEW YORK LIGHT ARTILERY, U.S.A. (New York: J. O. Seymour, Kennard & Hay, 1870).

30. David L. Day, MY DIARY OF RAMBLES WITH THE 25TH MASS. VOLUNTEER INFANTRY, WITH BURNSIDE'S COAST DIVISION; 18TH ARMY CORPS AND ARMY OF THE JAMES (Milford, Mass.: King & Billings, 1884), p. 77. Hereinafter cited as Day, MY DIARY.

31. Day, MY DIARY, p. 86.

32. H. G. Jones, NORTH CAROLINA ILLUSTRATED (Chapel Hill: The Univeristy of North Carolina Press, 1983), p. 242. The watercolor is in the collection of the North Carolina Museum of Art, Raleigh, North Carolina.

33. THE OLD FLAG (Plymouth), May 19, 1865. On the masthead A. A. Putnam is listed as editor and Albert W. Chappell is identified as the publisher. The identity of Putnam and Chappell remains to be firmly drawn; however, from an aside in the newspaper it appears that one of the two became friends with Benjamin Norcom, a Plymouth resident, while the two were members of opposing units doing battle in Virginia.

34. George I. Nowitzky, "Plymouth, N.C., The Battle-Scarred Town of the Roanoke," NORFOLK: THE MARINE METROPOLIS OF VIRGINIA, AND THE SOUND AND RIVER CITIES OF NORTH CAROLINA (Raleigh: E. M. Uzzell, 1888), pp. 151-156. At present it is unclear whether Nowitzky's account is based entirely on a visit to Plymouth, close after the end of the war, or whether the 1888 account of destruction also reflects the losses and ruins of the 1881 fire.

35. An undated typescript list of the surviving antebellum buildings was prepared by Mrs. Paul W. Brinkley, the youngest daughter of Charles Latham.

36. ROANOKE BEACON (Plymouth), January 27, 1893. JOURNAL OF THE NINTH ANNUAL COUNCIL, OF THE PROTESTANT EPISCOPAL CHURCH IN THE DIOCESE OF EAST CAROLINA,...(Wilmington, N.C.: W. L. DeRossett, Jr., 1892), pp. 50-51. JOURNAL OF THE TENTH ANNUAL COUNCIL OF THE PROTESTANT EPISCOPAL CHURCH IN THE DIOCESE OF EAST CAROLINA,...(Wilmington, N.C.: W. L. DeRosset, Jr., 1893), p. 62.

37. NINTH CENSUS OF THE U.S., 1870, POPULATION & SOCIAL STATISTICS (Original title page with publication data is missing from the copy that was consulted.) p. 226.

38. COMPENDIUM OF THE ELEVENTH CENSUS: 1890. PART I. POPULATION (Washington: Government Printing Office, 1892), p. 305. This volume also included statistics for 1880. TWELFTH CENSUS OF THE U.S., 1900,

Vol. I, Part I. (Original title page with publication date is missing from copy that was consulted.) p. 295.

39. Darden, "Story of Washington County."

40. Darden, "Story of Washington County."

41. BRANSON'S NORTH CAROLINA BUSINESS DIRECTORY, FOR 1867-8 (Raleigh: Branson & Jones, 1867), pp. 112-113. Hereinafter cited as BRANSON'S BUSINESS DIRECTORY with the year and page(s).

42. BRANSON'S BUSINESS DIRECTORY, 1869, pp. 163-164.

43. BRANSON'S BUSINESS DIRECTORY, 1872, pp. 235-237.

44. BRANSON'S BUSINESS DIRECTORY, 1877-1878, pp. 310-312.

45. BRANSON'S BUSINESS DIRECTORY, 1884, pp. 670-673. Cheatham later served as a member (1889-1893) of the United States House of Representatives.

46. BRANSON'S BUSINESS DIRECTORY, 1890, pp. 681-684.

47. ROANOKE BEACON (Plymouth), April 19, 1901; April 18, 1930; September 12, 1930.

48. Grant Harold Collar, Jr., NEWBERRY FAMILY AND IN-LAWS (Little Rock, Arkansas: Grant Harold Collar, Jr., 1898), pp. 241-242.

49. ROANOKE BEACON (Plymouth), October 18, 1889.

50. ROANOKE BEACON (Plymouth), July 9, 1929.

51. Louis Henry Hornthal died in 1912. An updated photocopy of his obituary from a Norfolk, Virginia newspaper was supplied to the writer.

52. ROANOKE BEACON (Plymouth), March 17, 1899. Unfortunately, the issue of the ROANOKE BEACON that carried Brinkley's obituary is missing.

53. ROANOKE BEACON (Plymouth), May 6, 1898.

54. ROANOKE BEACON (Plymouth), September 23, 1898.

55. The separate undertaking shops of William Joseph Jackson and Benjamin F. Nurney (1845-1912) appear nearly opposite each other in the 100 block of Washington Street. The old Newberry Family house also appears on this map at the west corner of Adams and Third streets.

56. ROANOKE BEACON (Plymouth), March 6, 1891; December 20, 1901.

57. Washington County Deeds, Book 78, pp. 396-398, 516-518. ROANOKE BEACON (Plymouth), April 17, 1925; January 21, March 4, March 18, and April 22, 1927.

58. Sanborn Map Company Map of Plymouth, 1900, 1905, 1910.

59. ROANOKE BEACON (Plymouth): February 26 and March 4, 1904. The exact location of Fort Willimas has yet to be established. It is believed to be at/near the corner of Jefferson and Fort Williams street. Fort Williams Street is two blocks long; it and the buildings on both sides of the street are included in the Plymouth Historic District.

60. SIXTEENTH CENSUS OF THE UNITED STATES: 1940 POPULATION. Volume I (Washington: Government Printing Office, 1942), p. 781. This volume includes census figures for 1920 and 1930 in addition to 1940.

61. NORTH CAROLINA YEAR BOOK AND BUSINESS DIRECTORY (Raleigh: News Observer Publishing Company, 1901-1937). The business guide was not published during the period, 1917-1921.

62. ROANOKE BEACON (Plymouth), February 27, 1914.

63. The map also showed five unnamed Black residential streets off the northeast side of Madison Street between Fourth Street and the Norfolk & Southern RR tracks. They are: Bowser Court; Freeman Court; Hoggard Court; Johnson Lane East; and Johnson Court.

64. Washington County Deeds, Book 62, p. 98. No known buildings erected here survive. Those that had been built were lost in the 1950s and 1960s to the relocation of US 64 and subsequent commercial development.

65. During 1972-1974 the Housing Authority of the Town of Plymouth demolished all of the houses in the mill village and simultaneously erected new publicly-assisted one and two-story brick veneer dwellings in the housing project, that carries the name Plumblee Court.

66. ROANOKE BEACON (Plymouth), March 5 and 12, 1915; September 1, 1916; April 20, 1917; July 21, 1916. "Together We Have Built," a souvenir program for the service of dedication for the First Baptist Church Fellowship Building. In 1919 the Baptist Church had printed "Souvenir of Plymouth, North Carolina." (Weldon, N.C.: Harrell's Print, 1919), expressing the hope that "...the revenue obtained therefrom would aid in furnishing the Plymouth Baptist Church.

67. ROANOKE BEACON (Plymouth), November 25, 1927. This was the first mention in the local press of the proposed school to be supported by the Rosenwald Fund. The Rosenwald Fund was named for Julius Rosenwald, the president of Sears, Roebuck and Company, who supported and underwrote its efforts. Through a program conceived by the prominent Black educator Booker T. Washington in the 1910s, it provided matching grants for the construction and equipping of Black schools to rural communities throughout the South. In the Summer of 1929 a controversy arose when the county board of education, apparently acting under political pressure, voted to buy property from Van Buren Martin at a greatly inflated price that was clearly inconvenient to the Black school children. There was a series of articles and editorials on the subject in the ROANOKE BEACON: July 5 and 12, 1929; August 2 and 9, 1929; among others. The decision of the board held firm and the school was built on the undersirable rear, south end of the former Louis Latham Owens property bordered by the ACL RR tracks. It was separated from the Black residential neighborhood in southeast Plymouth by the Carstarphen lands that had been offered to the school board and that was accessible to existing Third and Fourth streets. The matter did not end with the building of the school. In 1931-1932 a movement was launched to extend the above-mentioned streets through the Carstarphen property so that the Black students would not have to walk down Main Street that "...runs through the principal residential section of the white people." to reach their school by way of Andrew Jackson Drive. The streets were eventually extended and, after integration, the former Black school came to be known as Fourth Street School. ROANOKE BEACON (Plymouth): December 4, 1931; January 1 and 8, 1932.

68. ROANOKE BEACON (Plymouth): September 14, 1923; November 26, 1926; April 15, 1927.

69. ROANOKE BEACON (Plymouth): August 19, 1927; October 18 and November 22, 1929.

70. ROANOKE BEACON (Plymouth), October 17 and November 14, 1930.

71. ROANOKE BEACON (Plymouth), May 7, 1939.

72. ROANOKE BEACON (Plymouth), October 3, 1930. An undated photocopy of the newspaper obituary for John Shepherd Brinkley was provided to the writer by his sister Marian Brinkley. Sue Fields Ross, "John Augustin Daly," DIRECTORY OF NORTH CAROLINA BIOGRAPHY, VOLUME 2 (Chapel Hill: University of North Carolina Press, 1986), pp. 5-6.

73. ROANOKE BEACON (Plymouth), April 12, May 24, June 7, and July 26, 1935.

74. Martin County Office of the Register of Deeds, Book S-3, pp. 299-300. The deed conveyed two individual tracts of 350 and 30 acres for a total of 380 acres. ROANOKE BEACON (Plymouth), October 21, 1987. Plymouth Pulp & Paper 50th Anniversary Edition. After the various issues of the ROANOKE BEACON in the 1930's and 1940's this souvenir kraftbound tabloid is the principal secondary source of information on the erection of the paper mill in Plymouth by the Kieckhefer Container Corporation.

75. Darden, "Story of Washington County."

F. Associated Property Types

I. Name of Property Type Antebellum Buildings

II. Description

III. Significance

IV. Registration Requirements

[X] See continuation sheet

[X] See continuation sheet for additional property types

F. Associated Property Types

I. ANTEBELLUM BUILDINGS

Description:

Antebellum Buildings as a property type represents, at best, only six existing buildings in the town of Plymouth. Five of these are residences the sixth is Grace Church, of which only the tower and the apse on Madiso Street date from the original construction in 1860-1861. The five houses all of which are located in the Plymouth Historic District that is included herein, are of frame construction as were all known dwellings erected in the town until the second decade of the 20th century. Grace Church (#61), also in the district, is only the second brick building know to have been erected in Plymouth in the antebellum period. The first brick building was the United States Custom House on Water Street, erecte in the 1830's and destroyed in the fire of 1881. This small number of buildings is the direct result of two factors: the Union occupation of Plymouth during the period of 1862-1865; and the major fires of 1881 and 1898 that destroyed many of the buildings on the waterfront in the blocks that, since the later 19th century, have constituted the business district.

The first pictorial evidence of Plymouth's appearance in the 19th century is a watercolor view of the waterfront, made in 1863 by an artist traveling with the Union Army. It is a peaceful scene and includes the buildings on the north side of Water Street from just east of Washington Street westward. The brick Custom House is clearly visible amidst the frame warehouses and commercial buildings behind the docks. None of the buildings survive. The next pictorial record of buildings in the distric is the group of sketches that appeared in the 24 December 1864 edition of Harper's recounting the events of the capture of Plymouth on 31 October. The appearance of the waterfront is more densely built-up suggesting, wit artistic license, a larger town than Plymouth was at that point. The tower of Grace Church appears in the illustrations.

Given the period of time that Plymouth was occupied during the four years from 1862 until 1865, there are few substantive accounts of the appearanc of the town and its antebellum buildings. One of the earliest of these dates to November, 1862 when troops in the 44th Massachusetts Volunteer militia sailed up the Roanoke to Plymouth.

> Some got a chance to enter and view the town, which was found to be, like Washington (N. C.), picturesque. The trees overhung the streets, and meeting formed a vista like the nave prolonged of a Gothic cathedral, and the houses with chimneys built on the outside, gathered in at the second story, many of them covered with ivy, seemed homelike and cosey.

But this pleasant scene was altered during the winter of 1862-1863. The following sentences recall the unit's return to Plymouth on 2 February 1863.

> ...at 4 p.m. on Monday, the 2d, we made fast to the wharf in Plymouth. Since our previous visit in November, Plymouth had suffered the fortune of war. Then it was a pleasant, peaceful town, upon which the shadow of strife had not fallen. A month later it had been raided and partially burned by the Rebel cavalry, and now the scars were deep and black upon it.

The final document associated with the Civil War was the "Map of Plymouth and Defenses" prepared in April, 1864. Two of the six antebellum buildings are noted on it: the Stubbs-Winesett House (#266) on the east side of the Washington Road; and the Latham House (#45), "Chas. Latham's" on the Columbia Road.

The location of those two houses and the other four buildings that date prior to 1861 reflect the town's orientation to the Roanoke River and the primacy of the principal roads leading to the east, the west, and the south. Both the Latham House and the earlier Picot-Armistead-Pettiford House (#215) stand on Main Street (Columbia Road) and face the river. Grace Church stands at the south corner of Water and Madison Street. The Cornell-Chesson House (#135) stands beside Third Street that continues westward to Wilson Street (Washington Road), off which stands the Stubbs-Winesett House. The Windley-Ausbon House (#88) is at the east corner of Third and Washington streets; Washington Street continued southward to Lee's Mill (Roper) and to Bath. The quintet of weatherboard houses are all two story in height with side gable roofs and each reflects some changes made to the original dwelling in the antebellum period and/or thereafter.

Within the quintet the earliest surviving house in Plymouth is the early-19th century frame house with transitional Georgian-Federal finish that occupies the east end of the Picot-Armistead-Pettiford House (#215). A large repetitive block was added to the west end of the house in the late antebellum period or early in the 1870's, giving the house a center hall plan. While the chimneys still stand at the gable ends and the window sash is original, the house has been resheathed and its two-tier front porch looking out to the river is lost. Next in date is the Cornell-Chesson House (#135), a traditional two-story-with-attic three-bay frame house with a one-story engaged shed porch across its front elevation and brick chimneys with tumbled weatherings on the gable ends. It was probably built in the 1830's and retains its original/early free standing kitchen that was incorporated into the house with later 19th and early 20th century additions. It was a slightly smaller version of the now lost five-bay Nichols House that stood at the north corner of Third and Washington streets.

The date of construction for the Windley-Ausbon House (#88) is somewhat uncertain but probably between 1834, when Edmond Windley bought the property, and his death in 1848. It is a modest house, originally built on a hall and parlor plan, with a later front-ell addition. This house alone of the five truly bears the scars of war, being numerous holes around the second story window to the west of the chimney where Union bullets pierced the weatherboarding.

Of the five antebellum houses in Plymouth and in the Plymouth Historic District, the Latham House is the largest and most impressive. It retains the majority of its original Greek Revival interior and exterior millwork. The center-hall, double-pile plan house is elevated on a full brick basement and is ornamented with bracketed eaves that date to the later 19th century. The bold Greek Revival finish on the interior is the most intact and consistent of its style that survives in town. The fifth house, the Stubbs-Winesett House (#266), is a large two-story double-pile weatherboarded frame house probably erected between 1835 and 1852 by Caleb Walker. However, the plain character of its vernacular Greek Revival finish is perhaps more typical of post-war construction. Its rural location, just outside the original town limits, is noted on the 1864 map of Plymouth cited above but whether it was standing then or whether William M. Batemen added it in 1901 when he provided "comments" on the map is uncertain.

Construction on Grace Church (#61), a handsome Gothic Revival church designed by Richard Upjohn, was nearly completed when war began in 1861. Accounts vary somewhat as to how complete the church stood then but it is clear that it was to the point that it could be used during the war. In 1892 the nave walls were pulled down due to their unsafe condition and a new church rebuilt on the site that incorporated the apse and the square tower of the old church.

Significance:

The six buildings that date from the early 19th century through 1861 that survive in Plymouth are--together with the antebellum cemetery enclosures--the chief reminders of the town's rise as an important port on the Albemarle Sound. These five houses reflecting as they do a commonality of appearance, also reflect and are associated with the lives of men and women who were instrumental in Plymouth's development. The Latham House, listed in the National Register in 1976, is associated with the life of Charles Latham (1811-1893), a local political leader, businessman, and attorney who was involved in every major undertaking in the port. He served as high sheriff of Washington County from 1842 until 1858--during which period he built and occupied this house--and was a member of the state House of Representatives (1860, 1866) and the state Senate (1865, 1874-1878). Latham occupied this house with his family until 1883 when he built a new residence for his fourth wife on Main Street across from the newly erected Washington County Court House. There is also the strong local tradition that the basement of the house provided a sanctuary for local inhabitants during the Battle of Plymouth in April, 1864.

The history of the other four houses in this group is marked by frequent changes of ownership and relatively short-term occupancy that reflect the fluid business and social life of the port town. Thus, the names given to each of the four houses is based on a reading of the architectural fabric of the house considered in relationship to the chain of title. The Picot-Armistead-Pettiford House was built for Dr. Julian Picot who acquired the property, Lot #104, in 1814 and who held it until 1832 when he transferred it to his kinsman (son?) Peter O. Picot. The Picot family was a prominent one in early-19th century Plymouth but like so many others of the period its members departed Plymouth by the end of the century. The next family--the Armisteads--who owned the house from 1844-1886 were also prominent in 19th century Plymouth but they too departed the port.

In 1914 it was acquired by Reuben Pettiford (d. 1916), a prominent member of the Black community of Plymouth and a brickmason. The house remains the residence of his daughter, Gladys Pettiford Staplefoote, to the present.

Lot #77 on which the Cornell-Chesson House stands was owned by a number of people prominent in the history of Plymouth including Levi Fagan, a collector of customs, and Horace Ely, but it appears that the house was built for Elijah Cornell who was an owner of the property from 1833 until 1848. Cornell owned and operated a steam saw mill in the town with his son-in-law Edgar Hanks. In 1880 the property was acquired by Joseph S. Chesson (1841-1920) who made some additions to the house that remained his daughter Lillian Chesson Campbell's residence until her death.

The small house that Edmond Windley (d. 1848) built on lot #48 has achieved a remarkable fame because of events that occurred here in September, 1862 when Union soldiers peppered the house with bullets, aiming for a sharpshooter behind the west second story window. In 1885 the house was purchased by Priscilla Ausbon (1833-1900) whose sons W. Fletcher Ausbon and Clarence Vance W. Ausbon edited and owned the Roanoke Beacon from 1889 until 1929. Fletcher Ausbon lived here and the house remains the residence of his daughter Hermine A. Ramsey (b. 1902), making it the second oldest house in Plymouth with continued family occupancy.

The site of the Stubbs-Winesett House was also owned by people important in the town's history but the house was likely built for Caleb S. Walker who acquired the property in 1835 and owned it until 1852. He had a wide range of business interests in Plymouth including the schooner "Margaret Blount" and the sloop "Martha Ann." He lost the house due to financial problems and it passed through a number of hands until 1886 when W. H. Stubbs purchased and occupied it. His widow sold it out of the family in 1919 and in 1943 it was acquired by May Winsett who with her husband Eli subdivided its fields and yards in 1949 during the post-World War II expansion.

While each of the houses is important in the architectural history of Plymouth, aside from its historical associations, Grace Church is important as one of two handsome Gothic Revival churches designed by Richard Upjohn and built in North Carolina. On 12 April 1859, Francis W. Hillard, rector of the parish, wrote to Upjohn asking him to design a brick church. Upjohn's plans were forthcoming for in August 1860, the

vestry contracted with Capt. Nehemiah J. Whitehurst (d. 1878) to build the new church. The essential fabric of the building had been completed in 1861 when war broke out and that same year Hilliard resigned as rector. It is said that Episcopal services were held in the church by the occupying Federal troops and that General Henry W. Wessells (1809-1889) contributed financially to the repair of the church where he worshipped during the Union occupation. After the war the church was rehabilitated and served the congregation until 1892 when it became unsafe and the walls pulled down. The new and present church was completed in 1893 to the designs of C. J. Hartge. The tower and the apse of Upjohn's church with their brownstone dressings remain and these speak eloquently of the prosperity, culture, and ambition of Plymouth in the final heyday of the antebellum period.

Excepting Grace Church whose architectural style was imported to Plymouth, as were the bricks used in its construction, the five houses that survive from the critical first decades of the 19th century demonstrate the traditional building practices common to Plymouth and the south side of the Albemarle Sound during the first half of the century. The range in the size and plans of the houses has its parallel in the simple, workmanlike level of detail that distinguishes both the interior and exterior finish and masonry. The identity of the house carpenters during this period has not been established.

Registration Requirements:

The only six buildings standing within the city limits of the town of Plymouth that survive from the early-19th century through 1865 are all located in the Plymouth Historic District. They possess a critical significance to the history of Plymouth as the sole remaining structures that reflect and are associated with the growth and development of the port town. Together with the antebellum cemetery enclosures, these houses and one church represent the status that Plymouth had achieved as a port of entry on the Albemarle Sound and reflect, in part, why the occupation of Plymouth was so fiercely contested in the Civil War. While each of the six buildings has been expanded, altered, or overbuilt in the 19th and 20th centuries, they all retain signal aspects and integrity of location, design, setting, workmanship, and association necessary to convey the impression of their role in the history of Plymouth during its growth in the early-19th century and the antebellum period, and the wartime occupation of Plymouth (1787-1865).

II. LATE-19TH AND EARLY 20TH CENTURY COMMERCIAL AND INDUSTRIAL BUILDINGS

Description:

As a property type the late-19th and early 20th century commercial and industrial buildings in Plymouth constitute the second largest group of architecturally and historically significant buildings in the port town, numbering some thirty-four buildings within the Plymouth Historic District and five buildings (and one site) outside the district. Since the town's formation in the late 18th century, the waterfront along Water Street has been the site of the principal commercial and shipping operations.

The commercial life of the town was concentrated in the two blocks of Water Street between Adams Street on the east and Jefferson Street on the west. During varying periods of time in the 19th and 20th centuries there were sawmills, lumber yards, and ship building, and warehouse operations at both the east and west ends of the commercial district, availing themselves of easy access to the Roanoke River. It was into these areas that both the Atlantic Coast Line and the Norfolk & Southern railroads extended their lines. The ACL came into Plymouth from the east whereas the N & S entered from the west. By 1894 the ACL Railroad erected its waterside freight depot on the north side of Water Street, a half-block east of Madison Street. In 1923 it erected a brick passenger and freight station (#25) immediately to the west at the head of Madison Street. By 1900 the N & S Railroad had a freight depot on the shore adjoining a large dock and loading platform midway between Washington and Jefferson streets and by 1905 had erected a substantial freight and passenger station at the north corner of Water and Monroe streets. These rival depots served as the outside cornerstones of the commercial district.

On the Sanborn Map of 1894 there are seven small frame commercial buildings, including the town's two undertaking establishments, in the first block of Washington Street, south of Water Street, giving the commercial district a T-shape that it retains to the present. One of these survives in use, making it (#84) one of the oldest commercial buildings in Plymouth. Gradually the other frame buildings in this block were replaced by three brick commercial rental blocks. During the period since 1894, when the Beacon Printing Office was located in the 200 block of Washington Street, that block has shifted from being primarily residential to commercial as houses have been replaced by the (now lost) Standard Oil filling station in 1926, the Plymouth Clinic (#107) in 1941, and more recent brick veneered buildings housing a funeral home and a bank.

The only industrial building that survives in the Plymouth Historic District is the Garrett & Company Grape Juice Plant (#132), a large

rectangular brick building erected in 1917 on the west side of Washington Street, in the 600 block, between the tracks of the ACL and N & S railroads. Ten years later a union passenger station (#101) was jointly erected by the two railroads, on the opposite side of the street. The final group of buildings in this property type are located on the north side of West Main Street on the waters of Welch's Creek just inside the Washington County line.

Whereas nearly all of the commercial buildings in the Plymouth Historic District are now brick, that was not the case in 1894. Surely, the fire of 1881 had encouraged some merchants to build in brick, but in 1894 there were only six brick commercial buildings on Water Street, including the (now lost) town hall erected in 1891 by C. J. Hartge. Of that group only the ca. 1890 Hornthal Store (#1) at the east corner of Water and Washington streets survives. Between 1894 and 1900--the date of the second mapping of Plymouth--the fire of 1898 had occurred and the great late-1890's rebuilding of the commercial district had been largely accomplished. The Hampton Block (#185-188), the Sherrod Building (#182), and the Hornthal rental block (#11-12) all survive intact. The largely frame buildings on the south side of Water Street continued in use.

During the next decade more brick stores were added to the Water Street streetscape, principally the W. C. Ayers Store (#194), two-story additions (#186-188) to the Hampton Block, the three-story Brinkley Hotel (#192), that superseded the town's two frame hotels (the Riverview Hotel on Water Street and the Roanoke Hotel on the south corner of Third and Washington streets), and the Leggett Building (#13) of 1909. During the following fifteen years to 1924, the commercial district was largely built up. The Harney Building (#9), the fourth and youngest of the handsome quartet at the junction of Water and Washington Street, was completed in 1916. The major buildings of the 1930's are the Central Garage (#74) and State Theatre (#197) (1930), the Plymouth Theatre(#104) (1937), and Plymouth Motor Company (#133) (1938). In 1941, the Plymouth Clinic (#107)--the town's first significant medical facility--was erected, and eight years later, in 1949, the Belk-Leggett Company completed and opened their modern department store (#8).

The commercial buildings lining Water Street and the first block of Washington Street, beginning with the Hornthal Store of ca. 1890, reflect the typical stylistic features of standard vernacular brick commercial buildings of the turn of the century. There is little variation from the consistent pattern created by ornamentation along the corbelled rooflines of the mostly two-story stores. On the elevations there are usually self-pilasters defining the bays; arched and flat-headed windows are simply treated for the most part. The universal red brick appearance of the district was first broken in 1906-1907 when contractor Burrell Riddick

used contrasting blond brick to enliven the elevations of the Brinkley Hotel. Two years later Onward R. Leggett had "pretty white and iron-specked pressed brick" used on the facade of his jewelry store. With the construction of the Harney Building in 1916, classical details made their first significant appearance on a commercial building and in the 1920's the adjoining remodeled facade of the old United Commercial Bank continued that theme. The Manning Motor Company Building and Plymouth Theatre took their cue from the modern movement and their facades have a rather plain somewhat linear appearance, however, the Belk-Leggett Store of 1949, even while repeating the stock design of the chain store, is the most accomplished modern commercial building in the district.

While the Garrett & Company Grape Juice Plant (#132) is a straightforward, plainly finished, functional industrial building, the National Handle Company Plant (WH11) is a handsomely built manufacturing facility in a park-like setting on Welch's Creek. Resting on brick foundations, the three principal buildings--the Mill House, the Ware House, and the Machine Shop--have German-sided elevations marked by banks of sash windows. The ridge of their roofs carry monitors providing additional light to the work place.

Significance:

The surviving commercial and industrial buildings erected between ca. 1890 and 1941 are important for their association with the recovery of the town after the fire of 1898, the period of major expansion from 1900 to 1910, and the steady growth of the small port, county seat, and maritime lumbering and regional trading center through the decades up to World War II.

While the qualities of scale, proportion, and appearance are largely consistent throughout the Plymouth Historic District, reflecting the vernacular commercial vocabulary, there are certain buildings that possess great individual distinction and architectural merit. Foremost among these is the Brinkley Hotel (#192), the work of the Suffolk, Virginia contractor Burrell Riddick. Although its handsome exterior elevations cause it to dominate both the corner and the district, it holds greater significance on a larger statewide level for the remarkably intact plan and finish of the hotel facility that occupied the second and third stories of the building. There is no other known hotel building of this early date, 1906-1907, that survives so little altered. Likewise, the Central Garage (#74) is a building of statewide significance. Erected in 1930 for Thomas Adolph Stubbs, the garage, too, is remarkably little changed to the present and reflects the status that motoring quickly achieved in eastern North Carolina. Whereas both the aforementioned buildings are important for their association with the lives of David O.

Brinkley and Mr. Stubbs--whose residences also stand in the historic district--the Hampton Block (#185-188), stretching from 111 through 119 West Water Street, is the principal building in town associated with the life of William H. Hampton (1845-1911), one of the major figures in turn-of-the-century Plymouth. The detailing of the original building of 1898 was repeated in the series of four additions to the west that resulted in an unusually long and impressive commercial blockface.

The Garrett & Company Grape Juice Plant (#132) holds a unique significance as the single surviving structure associated with wine-making. Here the juice of the widely-famous but local Scuppernong grape was pressed and then loaded onto tank cars for transport to the company's principal southern winery in Norfolk.

The long tradition of maritime lumbering is one of the most important themes in Plymouth's history. Of the many water- and steam-powered saw mills that once operated here, no traces remain. Even the structures housing their early-20th century successors are all lost save one. The National Handle Company Plant (WH11), significant in the history of Plymouth for its architectural qualities, is important, moreover, as the earliest and only intact group of buildings that survive and reflect Plymouth's long-important role as a extractive and wood-processing center on the Albemarle Sound.

Registration Requirements:

With the exception of the National Handle Company Plant, all of the architecturally and historically significant commercial and industrial buildings in Plymouth are located within the Plymouth Historic District. While there have been some alterations to the ground floor storefronts of many of the commercial buildings, those changes have not significantly affected the architectural or historical significance of the buildings collectively. As a group they hold and represent a consistency of scale, finish, ornamentation, and ambition that is associated with the mercantile, shipping, and lumbering operations of the port town. All of the buildings in this group were erected between 1890 and 1941 and, excepting two buildings and the National Handle Company Plant, all are of brick construction. The commercial and industrial buildings making up this property type should retain the significant features of their original construction that define their period, use, and style.

III. LATE-19TH AND EARLY 20TH CENTURY PUBLIC AND INSTITUTIONAL BUILDINGS

Description:

Eleven surviving late-19th and early-20th century public and institutional buildings have historical and/or architectural significance to the history of the town of Plymouth. This small number reflects the fact that both the current elementary and high schools for the town of Plymouth are replacement modern structures, that the congregations of all but five churches have built modern (post 1941) facilities, and that until the construction of the present post office building in 1968 the town post office was in rented commercial quarters. The Washington County Court House (#76), designed by Benton and Benton and erected 1918-1919, was listed in the National Register in 1978 as a part of the statewide thematic nomination of county courthouses. These eleven buildings are located throughout the district; however, four of the churches stand on Madison Street and two others are located on Third Street. All of the buildings are located in the Plymouth Historic District except for three: Washington County Training School(WH56); Mt. Hebron AME Zion Church (WH66); and the former Plymouth Baptist Church (WH64).

Within this property type it is clear that the churches are the dominant constituent part both because of their number (6) and their strong presence in the Plymouth townscape. They include frame, brick, brick-veneered, and cement block buildings. This variety in materials is also matched in the range in their appearance from the Gothic Revival in several forms to the classical finish of the Baptist Church. The earliest building in the group is Grace Episcopal Church (#61). Only the brick tower and apse of the original Gothic Revival Upjohn building survive, however the rebuilt sanctuary, designed by C. J. Hartge of Rocky Mount, is also Gothic Revival and so sympathetically relates to the earlier building that the two building programs are largely indistinguishable from each other. It stands in a landscaped churchyard that contains the graves of some three hundred of its communicants. The frame Gothic Revival elevations of the Plymouth Methodist Church (#53), believed to have been rebuilt in the late 1860s, were covered with a brick veneer in 1931 that obscures the earlier and handsome character of the original post-Civil War building. Only the filigree bargeboard and elements of the towering shingle clad steeple survive. Its churchyard is also a burying ground.

Both the First Baptist Church (#109) and Mt. Hebron AME Zion Church (WH66) were erected in the 1910's. Mt. Hebron (1915) is one of only two historic cement block buildings in town and has both red and blond brick trim outlining the lancet arch window and door openings. One of the

two symmetrical entrances on the front is located in an offset tower. The appearance of the First Baptist Church has changed since the original domed building was erected in 1915. With its corner location it originally had recessed porches with entrances on both Third and Washington Streets, but in the rebuilding program carried out in 1947-1948 the nave of the church was extended southward and the Third Street porch was made the principal entrance. Since that time the church has been expanded twice: in 1967; and in 1987-1988 when the former Mitchell Furniture Company was refitted for church use. When the Baptist congregation moved to this site, the old (19th century?) frame church (WH64) at the corner of Monroe and Third streets was sold and moved to Adams Street where it appears on the 1924 Sanborn Map as the "Sanctified Church". It was later moved a block to the northeast to the corner of Madison and Sixth streets, outside the Plymouth Historic District, where it has deteriorated in recent years.

The First Baptist Church occupies a strong position in the Plymouth Historic District because of the size of its facility, and Grace Church reflects a handsome and conservative Gothic Revival design favored by Episcopal congregations throughout North Carolina, but neither of those buildings match the exuberant character of New Chapel Baptist Church. Organized in 1867 by the Rev. Mr. Abraham Mabens, and one year the junior of First Baptist Church, New Chapel was long the leading Black Baptist congregation. It was certainly the leading congregation in the 1920s, when in 1924, the membership built the extraordinary building in which they continue to worship. In addition to the organizational information, the cornerstone bears the following inscription: "1st New Chapel Memorial Baptist Church Rebuilt 1924 by Rev. S. C. Copeland of Marion S. C. Architect and Pastor". The dominant element in the building's design--in addition to its elevated position on a raised basement--is the pair of three-stage towers and their connecting arcade on the northeast front elevation; here, a pair of giant order columns support the three openings of the arcade. The overall appearance of the T-plan building with its multiple staircases, side porches, eight entrances, and lancet-arch door and window openings is said to be based on the plan of Solomon's Temple. The intact finish of the interior complements and reflects the exterior, and there the vaulted tongue and groove ceiling repeats the shape of the cross in its design.

For many years the (now lost) Plymouth Town Hall stood on the north side of Water Street at the head of Washington Street. In the 1930's the city offices were removed to its present site on Water Street where they occupied the expanded buildings (#18) that first housed the Plymouth Light and Ice Company, later the Municipal Light, Water & Ice Supply facility. Expansions over the years have largely obscured any architectural quality

the building possesses except for the arch-headed window openings on the northeast side.

The wood frame courthouse completed in 1881 served Washington County into the 1910's when the need for a bigger and better facility became apparent. In 1917-1918 the old courthouse was pulled down and in 1918 construction began on the present courthouse (#76). Its three-story brick elevations, enlivened with simple but handsome classical detailing, are dominated by the bold two-story portico on Adams Street. It was joined by the Agricultural Building (#75) erected in 1935-1937 by the Works Progress Administration, a modest hipped-roof brick building with a pedimented porch.

The two earliest surviving school buildings (#55 and #232) in Plymouth are both weatherboarded frame structures that were converted to residential use after the Hampton Academy was built in 1902 and have lost integrity as institional buildings. Hampton Academy (#208), a two-story five-bay brick building with arch-headed windows on the second story, was expanded by a rear ell ca. 1905. On its completion it was described by the Roanoke Beacon, 2 May 1902, as "the most central and imposing public building in the town." It served as the principal White school in Plymouth until the new graded school was completed and opened on Washington Street in 1922. It was renovated in 1928 and returned to use for the lower grades. The Washington Street School, the former Plymouth High School, was demolished in 1988.

After the State Colored Normal School ceased operations in Plymouth in the early-20th century, the school building was used for the local public education of Blacks for many years and eventually demolished. In 1929-1930 a new school (WH56) for Blacks supported by the Rosenwald Fund was erected in southeast Plymouth. The one-story brick school had a broad seven-bay front elevation with a quartet of five-part windows flanking the recessed central entrance. Behind the front block is a pair of deep wings flanking the central auditorium. A one-story classroom addition was erected on the grounds in 1955 and expanded in 1957.

Significance:

The schools, public buildings, and churches erected in Plymouth from the 1890's through 1941 reflect the town's steady growth during the half-century. Whereas the Episcopal and Methodist congregations continued to worship in their same handsome churches (although the Methodist Church was somewhat expanded in 1931), both the white and Black Baptist congregations erected replacement churches as did Mt. Hebron AME Zion.

Particularly significant within this group is Grace Church, designed by C. J. Hartge, and New Chapel and Mt. Hebron churches that reflect the strong presence of Plymouth's Black community. When erected in 1902, Hampton Academy was only the third brick public/institutional building in Plymouth and is important as the earliest educational building still retaining its original appearance. The former Washington County Training School is significant both for its long use as the principal Black school in town and for its association with the Rosenwald Fund.

In addition to their historical significance and associations with the general patterns of Plymouth's history, several of the buildings are architecturally significant as important representatives of particular styles (Grace Church, Washington County Court House) or as important examples of vernacular design and construction (Hampton Academy, Agricultural Building, Mt. Hebron and New Chapel Churches). Similarly, both the Plymouth Methodist and the First Baptist churches reflect the expansion of the church plant to accommodate expanding congregations. The design of the Rosenwald-supported Washington County Training School was provided by the fund.

Registration Requirements:

Of this group of thirteen public and institutional buildings all but three are located within the boundaries of the Plymouth Historic District. The former Washington County Training School and Mt. Hebron AME Zion Church have been recognized for eventual nomination. The deteriorated condition of the former white Baptist Church may well preclude its eventual consideration. All of these buildings, whether to be contributing components of the historic district or individually nominated, will have been built between ca. 1890 and 1941, and have to retain the significant and essential architectural features of their style and original function and evoke through appearance their period of origin.

IV. LATER-19TH AND EARLY-20TH CENTURY RESIDENTIAL BUILDINGS

Description:

With the exception of five surviving houses from the antebellum period and the modern dwellings erected in the late-1930's in the Plymouth Country Club Estates, nearly all of the architecturally and/or historically significant residential buildings in Plymouth are included in this property type. While this category covers a broad period from 1866 through 1941, the great bulk of significant buildings forming important residential properties in Plymouth date from the 1880's through the 1920's, a period of some forty-fifty years. It was within this time frame

for residential buildings, just as it was for commercial, public, and institutional buildings, that the appearance and face of Plymouth was shaped and the general character of the town was established. With the exception of only four houses and those comprising the proposed Plymouth Country Club Estates historic district (discussed in property type V), all of the known architecturally and/or historically significant houses in Plymouth, erected prior to 1941 and potentially eligible for nomination either individually or as a district, are included in the Plymouth Historic District.

The residential buildings included in this property type are predominantly of weatherboarded frame construction, covered with hipped or gable roofs, and of one or two stories in height. The incidence of one-and-a-half story houses is relatively few in number. Stylistically they represent a range of architectural styles from the postwar and retarditaire Greek Revival, through the Italianate, late-Victorian, the Colonial Revival and bungalow styles, to a group of period houses of the 1920's and 1930's that include attractive yet modest examples of the later Colonial Revival. However, as was the case with commercial buildings, the conscious use of style was secondary for the majority of one- and two-story frame houses that constitute the bulk of dwellings in the district. Here the greater number of houses, including the many one-story rental and two-story owner-occupied houses, were finished in a simple and workmanlike manner with modest embellishments reserved mainly for the eaves and the one-story porches. Critical in this group are the houses of Benjamin Nurney and William Joseph Jackson, the two major builders in Plymouth from the 1880's through the 1910's.

There was likewise little innovation in the form and plan of the houses forming this property type. The center-hall single pile house, of either one or two stories, predominates. During the decades around the turn of the century the freestanding kitchen dining room dependency, connected to the house by a breezeway, was gradually replaced by a one-story ell containing those two rooms. In other instances the breezeway was enclosed and sometimes overbuilt in an expansion of the house. During the same decades the conventional center-hall plan house was superseded by T- and L-plan houses favored by the middle class and many were built on Jefferson Street. During the late 1910's and 1920's the middle class merchant, lumberman, doctor, or lawyer built houses, including Colonial Revival dwellings, with increasingly symmetrical elevations or they favored the bungalow. It was during this phase of building that Robert Polk Walker built the first brick house (#73) in Plymouth on Adams Street in 1918. It was soon followed by a small group of brick houses erected in the 1920's and 1930's.

It appears that the rectangular grid of 172 lots laid out on 100 acres in 1787 contained the town until the turn of the century. Then, the doubling of the population between 1900 and 1910 forced suburban development outside the old town boundaries. The town government initiated one of the first of these expansions in 1904 when it purchased the old "fort field," including the former site of the Civil War fortification Fort Williams. The city extended Jefferson and Monroe streets southward from Fourth Street through the property and crossing newly-created Fort Williams Street. Jefferson and Monroe then continued southward to the road (Brinkley Avenue) cut by David Brinkley between Roper Road (Washington Street) and the old Washington Road (Wilson Street). Soon thereafter the Roanoke Beacon began including notices in the local column, "Beacon Flashes," of those who were building houses in "the new part of town."

The property through which Brinkley cut his road was a part of the Beasley property, and in 1909 he opened up a portion of the area for development. "Woodlawn" was laid out in the triangular tract bounded by the tracks of the ACL and Norfolk & Southern railroads and the Washington Road (later the Jamesville Road and now Wilson Street). Whereas the Fort Williams Street area was built up by substantial citizens as owner-occupied dwellings, the lots in Woodlawn were mainly occupied by laborers and much of it was rental. South Plymouth was the third suburban development of note. It was laid out on the east side of the Roper Road (Washington Street) by Enoch Ludford in 1912, but there are no physical traces of it remaining. The extent to which it was built up is not known; however, the several houses that were built facing Washington Street were swept away around 1950 when US 64 was rerouted through it and commercial development followed in its wake.

The Sanborn Map Company maps of Plymouth, beginning in 1894, show that set backs were relatively consistent throughout town. Houses were built at the front of their lots, close to the streets, and there were only shallow front yards. Even the largest houses in town, several of which occupy substantial lots, follow the town tradition of being close on the sidewalk; however, in the case of the Latham-Ward-Hampton house (#46) it has a good-sized side yard along Madison Street. Only the antebellum Latham House(#45) and the Owens-Owens House (WH49), both of which were outside the town limits when they were built and occupy substantial acreage, have a deep setback from East Main Street.

It was not until 1925 that the streets in Plymouth began to be paved. Consequently the planting of trees along the town streets up until that time was apparently made by individual property owners. Civic clubs later took up the task of planting uniform street trees in parts of town. While native pine and hardwood trees abound in the district, there are also

plantings of pecan and cedar trees, and frequently lot lines are marked by privet hedges. Because of the high water table in Plymouth, there are a number of open ditches carrying through town that serve to drain the lots.

There can be little doubt that residential building began in earnest after the end of the Civil War; however, the known surviving buildings that were erected within the first twenty years after 1865 are few in number. At the same time they include four of the handsomest houses in Plymouth: the Latham-Ward-Hampton House; the Hornthal Family House; the Perry-Spruill House; and the Latham-Brinkley House. The Latham-Ward-Hampton House (#46) was built for Louis Charles Latham (1840-1893) in the late-1860's or early 1870's, and it is the first house known to have been constructed after the war. Its cross plan includes a transverse hall with a spiral stair that rises from the first story to the attic; the finish of both the interior and the exterior is retarditaire Greek Revival. Latham's father, Charles Latham (1811-1893), took his fourth wife, Emily Polk, in 1877 and in 1883 he had his nephew Joseph A. Latham erect the handsome house at the east corner of Main and Adams street, opposite the front door of the court-house. All of the lavish exterior trim, including the handsome brackets and door and window surrounds, was ordered from suppliers in Baltimore and shipped by steamer. There are two Italianate/Gothic frame villas in Plymouth and the question of which was built first remains to be settled. The Perry-Spruill House (#92), (individually listed in the NR in 1985), the one-and-a-half story version with richly sawn bargeboards, is said to have been erected between 1882 and 1884. It likely followed on the construction of the larger, taller two-story frame house (#205) built for Louis Henry Hornthal (1844-1912) the appearance of which has been altered by the addition of a two-story portico in this century.

The two-story house built (#36) in 1891-1892 by William Joseph Jackson for Frank Rhodes Johnston (1856-1919) at the west corner of Adams and Main street is more typical of the majority of building in Plymouth in the late 19th century. Its three-bay facade has a one-story hipped roof porch and it is framed by brick chimneys at each gable end; the one-story ell has been raised to two stories. It is one of only three houses that appear on the first Sanborn Map of Plymouth in 1894 that survive to the present. (The map of 1894 included only the small portion of town between Adams and Jefferson streets and south of the Roanoke River through Third Street.)

Black citizens had also prospered in the growing town. Their houses and their role in the community were important and acknowledged in the pages of the Roanoke Beacon. In its 25 July 1899 issue there is a notice that "Adeline James, colored, has made quite an improvement in the looks of her dwelling near town by building it much larger and making other changes."

Four years later, in its issue of 17 August 1894, the newspaper reported that Moses Webb is building a house on Fourth Street; the one-story frame house (#240) remains the property of his daughter-in-law.

The Sanborn Map of 1900 doubled the area of the earlier map and illustrated commercial buildings along the waterfront and mainly residential buildings between Madison Street on the east and Monroe Street on the west. Included here is the row of repetitious one-story rental dwellings erected in 1893 by Jackson for Levi Blount on the north side of Main Street between Monroe and Jefferson (all now lost) and a substantial number of houses erected on East Main and Third streets. On the map of 1905 there is expanded coverage of the residential part of town including the area between Adams and Jefferson and midway through the block south of Fourth Street, ending at the 1787 town boundary. Conspicious here is the late-Victorian house built in 1904 by Benjamin Nurney for Ambrose Owens (#91). Standing between the Perry-Spruill and the Windley-Ausbon Houses and opposite Hosea Peal's (now lost) buggy shop, it was one of the increasing number of houses that marked Washington Street as an important residential avenue in early 20th century Plymouth.

The first decade of the 20th century was a busy and progressive one in Plymouth. The tone of the day is captured in a short paragraph in the Roanoke Beacon on 20 August 1909:

> The carpenter's tools and the painters brush is surely being freely used in this town. New buildings are going up on nearly every street, old ones are being repaired, remodeled and repainted. Indeed if the good work goes on we will soon have a big town. Let everybody get the spirit of a "home beautiful" and a "town beautiful". No matter how small your home it can be made clean and attractive by the use of the paint or white-wash brush. Plant flowers, trees and shrubbery. Keep down the weeds, keep the fences painted or white-washed. Keep the side walk in front of your place clean.

The doubling of the town's population in the first decade of the 20th century saw not only the building of many owner-occupied houses, principally on Jefferson, Washington, and Main streets, but also the construction of a good deal of rental housing by men of capital including Levi Blount, William L. Sherrod, and David O. Brinkley among others. These increases in the residential fabric of Plymouth--including numerous houses built by Black citizens of town, principally in the southeast quadrant of town--are clearly evident in the expanded coverage and built up appearance of Plymouth on the Sanborn maps of 1910. Particularly noteworthy was a row of eight identical duplexes on the northwest side of Third Street, between Adams and Madison streets. Overlooking New Chapel

Baptist Church, they were probably built for Black occupancy; unfortunately all have been lost.

Residential construction continued in the second decade of the 20th century but at a reduced level. Most of the remaining vacant lots on the west side of Washington Street were built upon with one and two-story frame houses and handsome houses were added to the Main Street streetscape. Foremost among these are the 1914 cement block residence of David O. Brinkley (#209), the second residence built by Ambrose Owens (#38) at 203 East Main, and the grand suburban Colonial Revival mansion (WH49 built in 1918 by Frank Fred Muth, an Edenton builder, for Louis Latham Owens. The fact that Ambrose Owens left his 1904 house on Washington Street for East Main Street signaled the increasing primacy of East Main as the preferred residential avenue in town. It would come to be known as "Silk Stocking Row."

The new affluence of Black citizens saw its expression in a series of two-story houses including the Griffin-Fagan house (WH28) on Washington Road (Wilson Street) at the west end of Brinkley Avenue, houses on Madison and East Fourth streets, and the house (WH82) built for William Matthew Johnson and his wife Cornelia Watson (1880-1989) on their farm at the edge of Plymouth. These houses represented a new level of accomplishment for the Black community, and it was during this decade, in 1914, that Reuben Pettiford (d. 1916), a Black brick mason, purchased the impressive Picot-Armistead House (#215) on West Main Street that remains the residence of his daughter.

During the decades of the 1920's and 1930's there were fewer houses built in Plymouth but they were more conspicuous and of a different style. For the first time in Plymouth's history brick was an important material for residential construction. There were three important brick houses erected in 1926: the Cicero J. Norman House (#108); the Thomas Latham Bray House (#29); and the Lee Victor Landing House (WH14). Wilford Llewellyn Whitley built his expansive two-story house (#34) on Main Street in 1929. The finest of the brick bungalows was built for Claudius Milton Tetterton (#218) at the corner of Third and Jefferson streets and a block south on Jefferson is the smaller, modest bungalow built for Henry Ervin Beam (#146) that was copied for the Liverman-Styons (#100) house on Washington Street. Archie Jesse Riddle built his brick house (#99) next to the Liverman house in 1936. Joseph Dixon also built a brick bungalow (#114) on Washington Street during these years, and the Ward-Arps house (#52) was also erected on the lot adjacent to the Methodist Church. There were several brick-veneered houses built during the 1930's. Most notable among this group is John Shepherd Brinkley's Colonial Revival house (#134), built in 1941.

The two primary residential styles in interwar Plymouth was the bungalow and the Colonial Revival. While a number of earlier frame houses were given classically detailed porches in the 1910's and 1920's, the two-story house (#35) built for Robert Ward Johnston in 1924 was the first and best-detailed of the Colonial Revival houses of the 1920's. The James Roy Manning House of 1937 followed a decade latter: it is a two-story gambrel roof Dutch Colonial Revival dwelling with a bracketed hood over the entrance.

Interestingly enough the finest frame bungalow (WH72) in Plymouth was built by Loula Blount Hampton (1868-1951) in the second decade of the century, about 1913. In one of a series of weekly articles written by W. Fletcher Ausbon under the pen name, "Mr. Flipp", the suburban house on Mrs. Hampton's Norcom Farm is described as "...a home among the trees, a home indeed of the most modern type, a beautiful ten room structure with every modern convenience, lights, water, heat, etc." It also had pressed tin ceilings in the hall and in the living and dining rooms. On Third Street the expansive house (#220), built for Mortimer J. Norton and later occupied by C. L. Groves, the manager of the National Handle Company, is the best finished frame bungalow. There were numerous smaller bungalows built in the 1920's and 1930's, probably from stock plans, both owner-occupied and rental. In the latter category the most popular form was the gable-front dwelling with exposed rafter ends and simple porch featuring wood columns on brick piers. Several stand together on Jefferson and Monroe streets and on Brinkley Avenue, and they were built elsewhere in Plymouth on previously undeveloped lots.

Significance:

The later 19th and early-20th century residential buildings in Plymouth form the largest group of surviving buildings erected in town prior to 1941. Individually and collectively as components of the Plymouth Historic District they are historically significant for their association with the growth and development of Plymouth in the final decades of the 19th century and the opening years of the 20th century. As the homes of the town's leaders in business, industry, commerce, law, medicine, banking, and other professions during the late 19th and early 20th centuries, the residential buildings in this property type are associated with and reflect the productive years of their lives. This is particularly important in Plymouth where the buildings in the commercial district were largely built and owned by a relatively small group of capitalists who were landlords for a much larger group of merchants and business and professional men who occupied rental houses and offices. Thus the careers of a significant proportion of Plymouth's middle-class is

best seen in their homes rather then in the rental quarters that changed from time to time.

Both individually and for their accumulative role as the principal buildings in the Plymouth Historic District, the residential buildings comprising this property type are significant in the architectural history of Plymouth. Several of the houses are distinguished examples of their type and style, whereas, the large body of residential buildings are representative of the broad pattern of vernacular building in the Albemarle Sound region. Buildings in this category are also important for their association with the productive careers of two of Plymouth's most prolific builders during the later 19th and early 20th centuries: William Joseph Jackson (1858-1928); and Benjamin Nurney (1845-1912). Likewise there are also buildings in this category that were built prior to 1941 that are associated with the life and career of Robert L. Tetterton (1896-1974), who was the town's most prominent builder during a career of some fifty years from the 1920's until his death in 1974. There are both contributing and non-contributing (post-1941) buildings in the Plymouth Historic District that he worked on either as an apprentice or as the principal contractor.

Registration Requirements:

As noted earlier the overwhelming majority of Plymouth's architecturally and historically significant later 19th and early-20th century residential buildings are located within the boundaries of the Plymouth Historic District. Those four that stand outside the district are clearly of transcendent architectural and historical significance. To satisfy the registration requirements these buildings, either individually or as contributing elements of the Plymouth Historic District, must: have been constructed between 1866 and 1941; retain sufficient architectural fabric and physical integrity to identify them as houses having been built in this period; and retain those associative qualities of domestic life in their appearance and in the landscape of their surroundings as to exemplify the 19th and/or 20th century character and growth of Plymouth.

V. 20TH CENTURY MILL-SPONSORED HOUSING AND RECREATIONAL PROJECTS

Description:

The category, 20th Century Mill-Sponsored Housing and Recreational Projects, comprises one residential and recreational development, Plymouth Country Club Estates (WH45), and a working-class community, Little Richwood (WH46).

The first residential project of this type was sponsored in the early 1910's by the Wilts Veneer Company. John F. Wilts of New York began the construction of his plant (WH76) here about 1901: it began operation in 1902 and appeared on the Sanborn map of Plymouth in 1905, being "One mile N.E. of P.O.". Although other 19th and early 20th century maritime lumbering and wood-related industries in Plymouth had varied in size and production and some had been substantial operations, none were of the size and scope of the factory established by Mr. Wilts. Between 1905 and 1910 the company greatly expanded their plant and further expansions between 1910 and 1915 brought it to the size in which it operated into the late 1920's. It became the largest employer in Plymouth. During that expansion between 1910 and 1915 the company also undertook, in 1912, the construction of a residential housing project for its employees. By October 1913, when W. Fletcher Ausbon wrote about the mill village in an article published on the 3rd in the Roanoke Beacon, there were "...about twenty well-built cottages, built in city style on well laid off streets, so clean and neat with its surroundings that the settlement has been named 'The White City'."

White City was on the south side of East Main Street opposite the entrance to the mill complex. By 1924 when the village was first included on the Sanborn map of Plymouth, there were thirty-seven identical one-and-a-half-story frame houses with one-story ells in regimented rows on four streets off Main Street: Bell: Ben: Boar: and Beck Street.

It seems likely that the houses stood as represented on the 1924 map: however, on the Sanborn map of 1949 ten of the above houses are not present and thirteen one-and-a-half-story houses with a somewhat different, deeper rectangular shape have been added. The Chicago Mill and Lumber Company took over the plant in the late 1920's. As the largest factory in Plymouth, Wilts Veneer and its successor company were the largest employer in Plymouth until 1937 when the Kieckhefer Container Corporation built their paper plant in nearby Martin County. Apparently the village stood largely intact, although in deteriorated condition, until 1972 when the town housing authority undertook a federally funded housing project, Plumblee Court, that swept away White City and replaced it with a series of one and two-story brick-veneered houses on a new curvilinear street system.

Concurrent with their construction of the pulp mill here that opened as the North Carolina Pulp Company, the Kieckhefer Container Company also undertook, in 1937, the development of a public membership country club and residential village that was designed for and occupied by the upper and middle management. The property on which the Plymouth Country Club Estates was developed comprised in large part the antebellum Sanderson

plantation that was later owned by the Bateman family. A Bateman family house (WH42) and the Sanderson-Bateman cemetery remain at the edge of the golf course. It was located to the southwest of Plymouth and accessible from both West Main Street and then US 64 (Wilson Street).

Apparently the design of the project and the construction of houses was undertaken in early to mid 1937. A plat of Plymouth Country Club Estates surveyed and drawn by C. A. Holliday is dated 29 September 1937. In addition to the club house, golf course, and tennis courts, the plat also delineated the streets and residences of the adjacent residential park. Alden Road was the spine of the development. From its head at West Main Street--the route from Plymouth west to the plant--it continued to the southwest to intersect with Golf Road, the street that formed the northeast boundary of the club property. Golf Road then continued in an arc-like path to the northeast and back to Alden Road, intersecting Alden about midway between West Main Street and the club entrance. Linden Street was laid out perpendicular to Alden inside the angular half-circle path of Golf Road. Three cul-de-sac streets and a park were laid out on the southeast side of Alden Road: Pine Court; Maple Court; and Cedar Court. There were a total of sixty-nine lots marked on the plat including lot #54 on Golf Road overlooking the golf course. Here the company erected a large two-story frame house for the mill manager. It is clear from the design of the development and the houses that were subsequently erected on the lots that the area northwest of Alden Road was for upper level management while the courts to the southeast were for lower level employees.

The plat shows that fourteen houses in the first category had been or were being built in September, 1937. They are: 102, 208-214, and 306 Golf Road; and 101-107, and 102-108 Linden Street. All of these except for 102 and 306 Golf Road are very similar two-story weatherboarded frame houses with one-story side wings. The four houses at 102-108 Pine Court are similar. The twelve houses at 101-107 Maple Court and 101-107 and 102-108 Cedar Court are one-story houses that were erected to alternating gable-front and gable-side plans. This latter group of houses is more conventional in appearance and not unlike housing of the same period erected elsewhere in Plymouth. The larger houses erected on Golf and Linden roads for the management were more forward looking houses with a modern aspect. They featured corner windows and broad gable and shed roofs that were linear in appearance and unencumbered with any reference to historical style. The mill manager's house at 205 Golf Road has an almost awkward appearance with asymmetrical elevations featuring bands of grouped sash windows. The club house was also a large two-story frame building with a dominant porte-cochere supported by square brick piers on the northeast front elevation. Inside, in the main lobby above the fireplace there is an oil painting by W. Frith Winslow that represents the

Plymouth Country Club Estates from an aerial perspective as it was in the later part of 1937. In the years since 1937 the neighborhood has been built up and expanded by the addition of Country Club Drive and Darby Court, also on the northwest side of Alden Road.

With the opening of the North Carolina Pulp Company plant here in October 1937, there developed a tremendous need for low-cost, affordable housing for the many workers who were attracted to Plymouth to work at the factory. This need was handled in part by local investors who constructed rental housing. In the late 1930's the company decided to locate bleaching and finishing operations here and removed machinery from the Cherry River Paper Company at Richwood, West Virginia. This expansion of the manufacturing plant was essentially completed in 1941. The machinery was not the only import from Richwood, West Virginia. A large number of experienced paper mill workers also removed to Plymouth. To house these workers the Pulp Company developed a new community that was called Little Richwood, for the namesake town in West Virginia. The plat of Little Richwood, surveyed in June and October 1941, provided lots for fifty-seven houses. The pentagonal-shaped development was located off the northwest side of Wilson Street (then US 64) and between present-day Campbell Street and Sand Hill Road.

The Company erected houses during the summer and beginning in September, 1941, residents began occupying the village. Among the first to be completed were a group of six gable-front dwellings on Cherry Street. These frame houses, covered with asbestos shingles, sat on brick piers and were simply finished. Each had a hipped-roof or shed-roof front porch. Inside there was a living room, dining room, kitchen, and two bedrooms. Bathrooms were later additions.

Interestingly enough, it is this group of six houses that remain today the least altered of those built for employees. Two of the houses are still occupied by the original owners: James Arden Holbrook, a former Plymouth city councilman, resides at 108 Cherry Street; Ruth Tyree, the widow of a Pulp Company employee, continues to live at 111 Cherry Street--the house she and her husband moved into in September 1941. Of all the houses in Little Richwood, the cottage at 111 Pine Street is the most impressive, if least representative. Here the owner planted privet hedges along the driveway to the garage and crepe myrtles (framing his lattice supported porch) which, together with other shrubs, gives this house a well-developed sense of place.

Significance:
The surviving 20th Century Mill-Sponsored Housing and Recreational Projects are significant in the history of Plymouth for their association with the centuries-old maritime lumbering tradition here and with the

North Carolina Pulp Company factory established nearby, just across the Martin County line, by the Kieckhefer Container Corporation in 1937. Plymouth Country Club Estates and Little Richwood were Kieckhefer-sponsored housing projects. Properties in this property type are also important for their association with the suburban development of Plymouth that began in the early 1910's with Woodlawn and south Plymouth and culminated in the pre-World War II period with the above-mentioned projects. After the war the first major suburban residential development, Winesett Circle, was plated in 1949; a privately-sponsored development of modest frame houses, it was oriented to workers at the pulp mill. There were no company-sponsored housing projects here after World War II.

The properties in this category are also associated with the growth of Plymouth during the period from 1930 to 1950 when the population increased from 2,139 in 1930, to 2,461 in 1940, and 4,486 in 1950. (The 1950 figure also reflects population growth as a result of the expansion of the city boundaries in 1941.) Likewise, these properties are significant also for their association with the social and economic changes in the town, beginning in the late 1930's, that gradually changed it from a "court-house town" or county seat to a "mill town".

Registration Requirements:

To be eligible for nomination to the National Register, properties in the property type, 20th Century Mill-Sponsored Housing and Recreational Projects, must have been a significant part of either Plymouth Country Estates or Little Richwood. In the first-named group they must include the houses and other buildings erected by and shown on the plat of 1937 or erected in the years up to 1941. In the Little Richwood development they must be houses erected by the Kieckhefer Corporation in 1941.

The eligible houses and other buildings should retain their original layout and lot arrangement, a high proportion of intact buildings erected during the period of significance (1937-1941), significant early landscape features, and those other features of their original construction, finish, appearance, and character that mark them of their period. The matter of any replacement and later artificial sidings and or additions and other alterations must be carefully weighed in balance with all other features and aspects of their original appearance that contribute to and maintain the integrity of the planned community.

G. Summary of Identification and Evaluation Methods

Discuss the methods used in developing the multiple property listing.

[X] See continuation sheet

H. Major Bibliographical References

[X] See continuation sheet

Primary location of additional documentation:

- [X] State historic preservation office
- [ ] Other State agency
- [ ] Federal agency
- [ ] Local government
- [ ] University
- [ ] Other

Specify repository: _____

I. Form Prepared By

name/title Davyd Foard Hood

organization _____ date _____

street & number 7360 Old Shelby Road telephone 704-462-4331

city or town Vale state North Carolina zip code 28168

G. SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

The Historic and Architectural Resources of Plymouth, North Carolina is based upon a site by site architectural survey of all significant pre-1941 properties in the town of Plymouth. It was carried out under the auspices of the Downtown Merchants Association of Plymouth and the Survey and Planning Branch, North Carolina Division of Archives and History. The survey, the preparation of the multiple property documentation form, and the preparation of the nomination for the Plymouth Historic District were conducted by Davyd Foard Hood. Mr. Hood is an architectural and landscape history consultant; he received a Master of Arts degree in Architectural History from the University of Virginia in 1975. From September, 1977 through November 1988 he was an architectural historian on the staff of the Survey and Planning Branch, DAH, where his primary responsibility was the supervision of architectural surveys and nomination projects supported by Federal or State grants.

The Plymouth Survey and National Register Nomination Project was supported by a matching grant of $8,000.00 in 1989 from the North Carolina Department of Cultural Resources. The local match for the Federal grant included a grant of $5,000.00 from the Weyerhaeuser Foundation and appropriations of $2,500.00 each from the Town of Plymouth and the County of Washington. Costs exceeding $18,000.00 for the project were paid or provided by in-kind contributions by the Downtown Merchants Association. The field survey upon which this report is based was conducted between 30 October 1989 and March 1990. During the first two weeks of this period an intensive review of source material and the architectural fabric of the town was undertaken and a three part report was prepared and submitted on 13 November 1989. The chapters of the report are: I. "A Chronology of the History and Architecture of Plymouth, North Carolina": II. "A Bibliography of Primary and Secondary Sources for the History and Architecture of the Town of Plymouth": and, III. "Architectural Resources to be Considered during the Survey and the Preparation of the Plymouth Multiple Property Documentation Form and Plymouth National Register Historic District Nomination." This report provided the overview for the subsequent field work conducted during the following four months. This report also included a map of the proposed draft boundaries for the Plymouth Historic District.

During the course of the site by site field survey, a total of 342 files were prepared for individual buildings and groups of like buildings as

appropriate. These files include state survey forms, black and white record photography, notes of conversations, photocopies of materials (principally from the Roanoke Beacon), genealogical information on the building's owners, and a narrative entry for each property per file. These files are deposited at the Survey and Planning Branch, Division of Archives and History.

During the course of the fieldwork and during the period up to 11 April, the proposed boundaries of the historic district were reviewed, reconsidered, and refined. Information on the history of the individual buildings and their occupants was evaluated in regard to the age and physical condition of the town's buildings. The boundaries of the Plymouth Historic District were drawn to include the largest group of architecturally and historically significant buildings that stand together in the townscape and retain architectural unity and integrity as a district. In addition to this district eight individual properties and districts were identified as potentially eligible for listing in the National Register.

The Plymouth Historic District and the eight individual properties and districts were presented to the Survey and Planning Branch Staff, and, following their approval, to the State Professional Review Committee at their quarterly meeting on 12 April. With the committee's approval the nine individual buildings and districts were added to the "State Study List" of eligible properties. They are: the Plymouth Historic District; the Griffin-Fagan House; the William Matthew Johnson House; Mt. Hebron AME Zion Church; the (former) Washington County Training School; the Owens-Owens House; the Hampton Farm House; the (former) National Handle Company Plant Historic District; and the Plymouth Country Club Estates Historic District.

The four properties first-named above are important for both their architectural significance and for their association with Black history in Plymouth. The Owens-Owens House and the Hampton Farm House are eligible as important examples of architectural style and for their association with families that exercised leadership in the business and social life of Plymouth. The (former) National Handle Company Plant Historic District is significant as the oldest intact surviving property that is associated with the nearly 200-year-old maritime lumbering operations on the Roanoke River here in Plymouth and as an outstanding local example of industrial construction. The Plymouth Country Club Estates Historic District, the most recent of properties and districts identified during the survey,

dates to the period 1937-1941. It is the only company-sponsored housing and recreational project that survives in Plymouth and is associated with both the economic boom enjoyed by the city in the late-1930's and the suburban expansion of the town that began in the 1910's.

Based on the field survey and subsequent research, an introductory overview, three historic contexts and five property types were identified and included in this report. They embrace the significant periods in the town's history and the structures and districts that represent and are associated with its growth and development. The historic contexts for the Historic and Architectural Resources of Plymouth, North Carolina are: I. Plymouth's Formation and Growth in the Early 19th Century and the Antebellum Period: an Era Brought to a Devastating End by the Civil War, 1787-1865; II. Postwar Recovery and the Steady Growth of the Small Port Town on the Roanoke River, 1866-1930; and III. The Opening Stage of the Boom Period; North Carolina Pulp Company Establishes a Plant near Plymouth, 1931-1941.

Because there is no published history for either Washington County or Plymouth, a wide range of sources was considered and used to establish a general chronological narrative of the history of Plymouth and to determine the historic contexts. The most important of these primary and secondary resources was the microfilm of the Roanoke Beacon, that began weekly publication in 1889 and has been published continuously since that date. Within the time frame of the project the consultant was able to review every existing issue on microfilm from 1889 through 1936. Issues between 1936 and 1941 were randomly perused.

The Sanborn Map Company's maps of Plymouth for the years 1894, 1900, 1905, 1910, 1915, 1924 (with updates in 1941 and 1949), were invaluable in discerning changes in the building patterns in town and the configuration of the industrial plants that existed here during those years. After these two principal sources, the public records of Washington County, the Federal Censuses, Darden's draft "Story of Washington County," various pamphlets in public and private collections, cemetery burial lists, and oral interviews with property owners and knowledgeable citizens supported the development of the historic contexts.

The associated property types were developed in tandem with the definition of the above three historic contexts. Because of the small number of surviving properties that predate 1865 (five houses and a church), the first property type, Antebellum Buildings, is based on time and period of

construction rather than style, function, or use. The following three property types reflect the character, the function, and the use of buildings that were erected during the long steady growth of Plymouth from the Reconstruction era through the 1930's. These categories are: Late-19th and Early-20th Century Commercial and Industrial Buildings; Late-19th and Early-20th Century Public and Institutional Buildings; and Later-19th and Early-20th Century Residential Buildings and Districts. Factors that also influenced the definition of these three property types were the major fires in the downtown commercial area in 1881 and 1898 and the processes of growth and change in the small town that occasioned the replacement of older buildings during the later 19th and early 20th century that can be seen through a comparative reading of Sanborn Maps.

The issue of integrity of both individual buildings and groups or streetscapes of buildings was considered throughout the period of the field survey and later research. During the course of the field survey the identification of repetitive vernacular building forms common during the 1920's and 1930's that continued in use by builders in the 1940's and 1950's and the recent use of asbestos, vinyl, and aluminum sidings and window and porch replacements influenced the evolving refinement of the boundaries of the Plymouth Historic District. As a result, a number of buildings including the Griffin-Fagan House, Mt. Hebron Church, and the (former) Washington County Training School that stand near the present district were identified as properties for individual nomination because of the date and/or compromised integrity of buildings forming the linkage between them and the district. The appearance of a number of these linkage buildings and the streetscape was influenced by the high proportion of rental buildings that make up the built residential environment of Plymouth, a characteristic of the social change that has occurred here during the past fifty years.

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