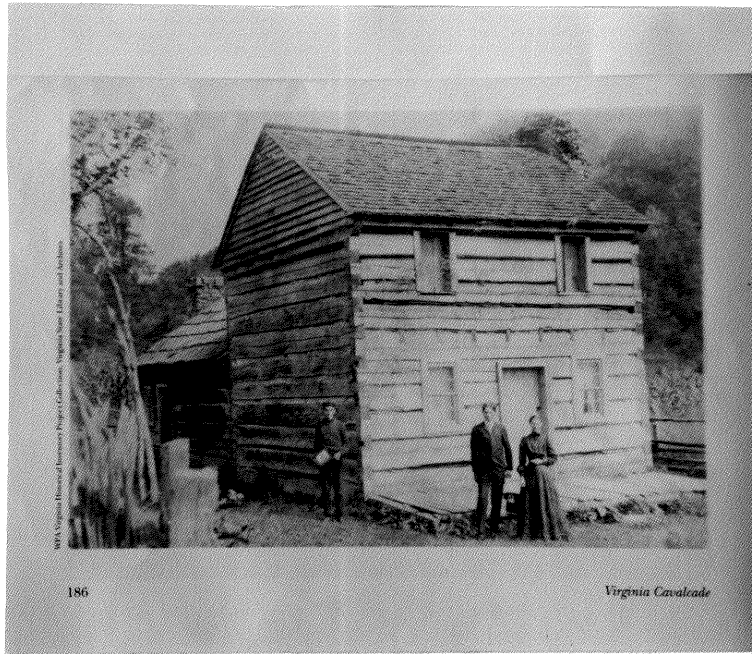


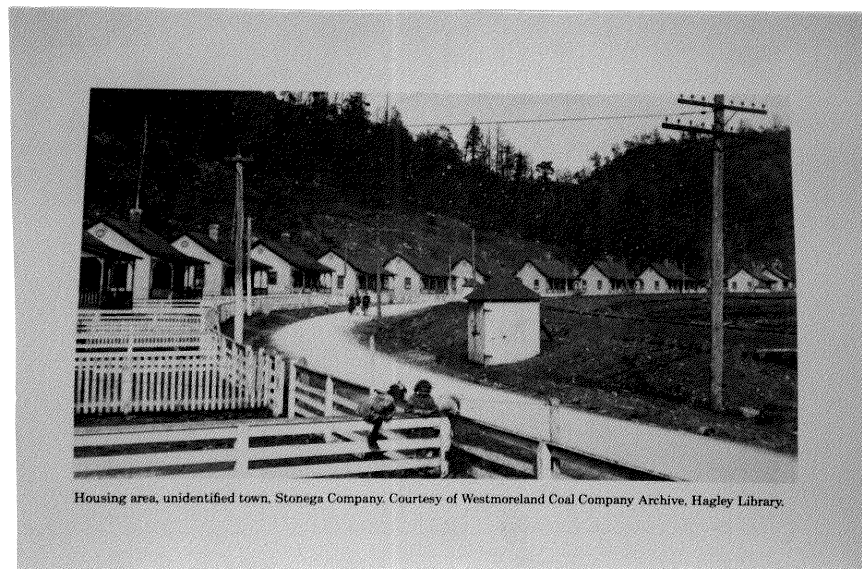
WS-57



WISE COUNTY, VIRGINIA

CITY OF NORTON

HISTORIC ARCHITECTURAL SURVEY



WISE COUNTY, VIRGINIA

CITY OF NORTON

HISTORIC ARCHITECTURAL SURVEY

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This project would not have been possible without the funding provided by the local governments of Wise County. The incorporated towns of Appalachia, Big Stone Gap, Coeburn, Pound, St. Paul, and Wise, the city of Norton, and the county of Wise each contributed a proportionate share of the project funding. That money was matched with a grant from the Virginia Department of Historic Resources (VDHR), and the Wise County Architectural Survey became a reality.

Several individuals at the VDHR deserve my personal thanks for their efforts on my behalf from the beginning to the end of the project. I am deeply indebted to Julie Vosmik, Survey and Register Programs Manager, and Elizabeth Lipford, Survey Coordinator, for providing me the opportunity to perform this survey and for being supportive and helpful throughout the process. I owe special thanks to David Edwards, Architectural Historian with VDHR, who was my direct contact with VDHR and was an always congenial source of advice and encouragement. Additionally, thanks go to David and Elizabeth, and Marc Wagner, Architectural Historian with VDHR, for assisting in the completion of the fieldwork.

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ABSTRACT

The Wise County Architectural Survey was a result of the combined efforts of concerned citizens and elected officials of Wise County and the Virginia Department of Historic Resources which conducts and sponsors historic sites surveys throughout the state. The primary purpose is to provide local, regional, and state government agencies and private citizens with an inventory of the most significant cultural and architectural resources of Wise County that are 50 years or older. Additionally, the computerization of the survey data will make the information more readily available to scholars of American social history, especially scholars of Appalachian material culture.

The survey area comprised the entire county of Wise (excluding Jefferson National Forest lands) and the entire City of Norton, totaling 415 square miles. Historic districts for survey purposes were defined in the incorporated towns of St. Paul, Coeburn, Wise, Appalachia, and Big Stone Gap and the independent city of Norton. Survey districts were also outlined in the old coal camps of Blackwood, Derby, and Stonega. These districts represent the historic residential, commercial, and religious core of each municipality. The 1990 U.S. Census of Population lists Wise County with a population of 39,573 and the city of Norton with 4,247 resident, all within the jurisdiction of the LENOWISCO Planning District Commission located in Duffield.

Using United States Geological Survey (USGS) topographic maps to locate historic resources and county road maps for navigational purposes, almost 500 properties containing over 700 historical resources were mapped, numbered, photographed, and described. These resources are the physical expressions of the residential, agricultural, government, education, religious, commercial, industrial, transportation, recreation, funerary, and ethnic themes dominant in the county during its years of development. A breakdown of the numbers of properties and resources according to historic theme can be found in the Appendices under the heading of Computer-Generated Reports. Alphabetical and numerical lists of the properties and resources surveyed can also be found in the Appendices. A glossary of architectural terms is also included in the Appendices.

INTRODUCTION

Project Purpose and Goals

In 1993, Wise County and the city of Norton were awarded a matching-grant from the Virginia Department of Historic Resources (VDHR), for the purpose of conducting an historic resources survey. The six incorporated towns, Appalachia, Big Stone Gap, Coeburn, Pound, St. Paul, and Wise, as well as the independent city of Norton and the county of Wise each contributed a proportionate share of the local funding. In January, 1994, Edward Tolson, an historic preservation consultant, was hired by VDHR to execute the architectural survey. The direct purpose of the historic sites survey was to conduct an architectural survey of the county, resulting in an inventory of selected historic resources over 50 years of age. These resources, were in most cases, the least-altered and best-preserved examples of the historic themes dominant during the developmental years of the county; or in a few cases, the only known building of its type or form in the county; or the resource represented changes in stylistic interpretations that occurred over the years of greatest change in the county, 1880-1940.

The consultant was also required to:

- provide narrative architectural descriptions of the surveyed properties and enter that information into a national database, known as IPS, Integrated Preservation Software.
- provide completed survey forms, photographs, site sketches, and maps of the surveyed properties.
- place the surveyed properties within the context of the historical development of the county based upon the 18 themes recognized by VDHR.
- provide abbreviated Preliminary Information Forms on potential historic districts.
- evaluate the significance of the surveyed resources based upon on-site analysis of architectural features and integrity, archival and historical documents, and using state and National Register criteria for significance.

Project Area (Figure 1)

The survey area included the entire county of Wise, including each of the six incorporated towns and the city of Norton. The county is an irregularly-shaped land mass comprising 415 square miles (Figure 2). It is bounded on the north by Pine Mountain (the top of which is the Letcher County, Kentucky line), on the northwest by Black Mountain (also the Letcher County, as well as the Harlan County, Kentucky line), on the southwest by Stone Mountain (the Lee County, Virginia line), on the south by Powell Mountain (the Scott County, Virginia line), on the southeast by

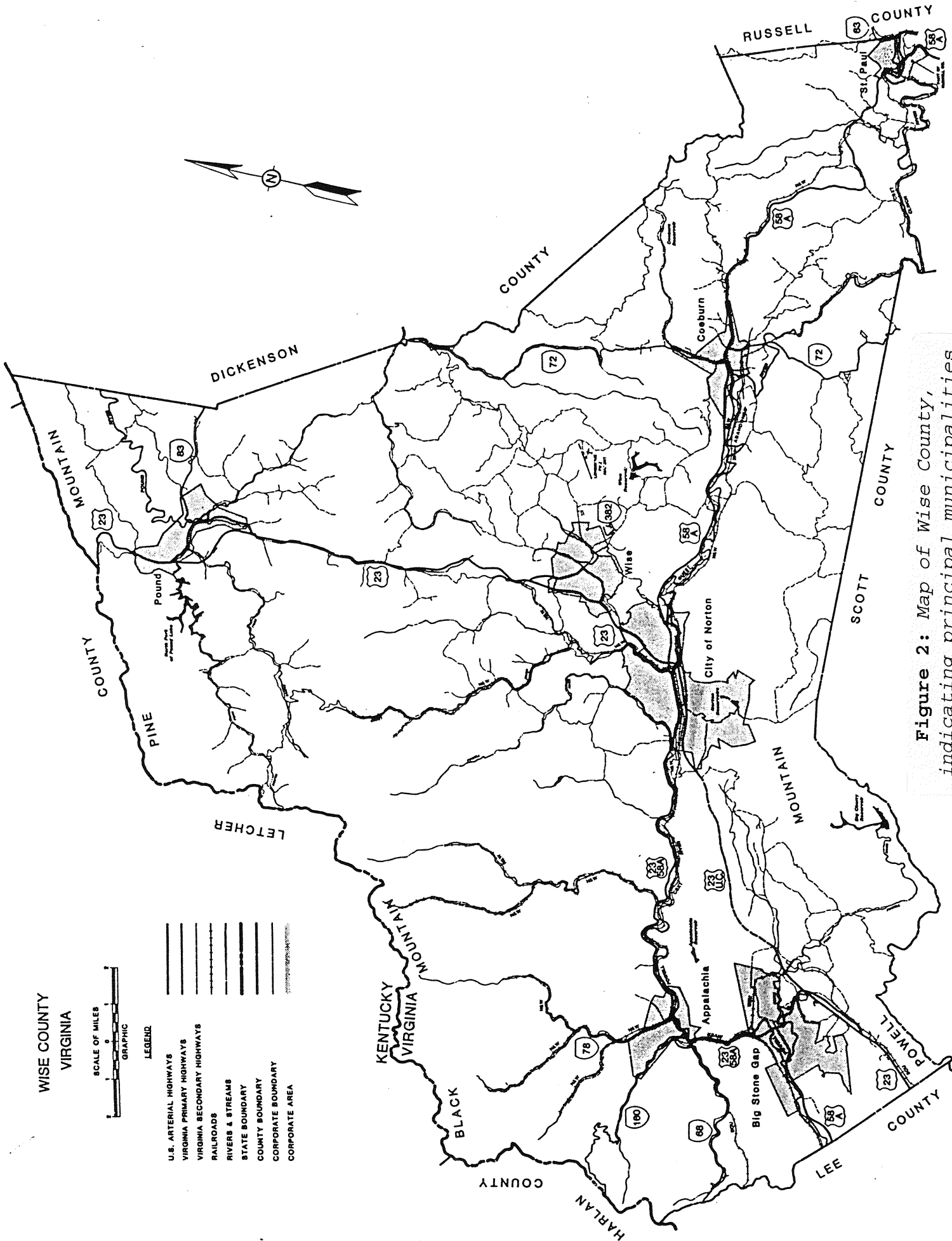


Figure 2: Map of Wise County, indicating principal municipalities

the Clinch River (the Russell County, Virginia line), and on the east by the Dickenson County, Virginia line. The eastern boundary is characterized by a series of broken ridges that have created isolated hollows and gorges and are crisscrossed by a number of tributaries. The largest is Cranes Nest River, with smaller streams known as Toms Creek, Caney Creek, Meade Creek, and Honey Branch. Other major waters of the county include the Pound River in the north, and the Guest River flowing from the northwest to the far southeast corner of the county.

Survey Methodology

Initial Planning

With assistance from VDHR, the consultant collected the thirteen United States Geological Survey (USGS) topographic maps for Wise County, with prior surveyed properties indicated on the maps. The consultant also collected current road maps of the county to aid in the circumnavigation of the county highways. Historic Sanborn Insurance Company maps from the first thirty years of the century served as an ideal initial method for identifying the types and sizes of the buildings, as well as the progression of their construction dates and the settlement patterns of the towns and villages of the county. Other historic maps, photographs, books, and documents were studied, including the field notes of James Taylor Adams, a local historian hired by the WPA Virginia Historical Inventory Project in the late 1930s. Although the road names today are quite different from those in Adams' notes, their probable location can be identified by the distinctive names for each of the isolated hollows and gorges that have retained their historical names.

On-site Survey

The on-site survey work was initiated by first performing a general reconnaissance of the county in order to obtain an overall perception of the range of historic resources in the county. The consultant conducted most of the fieldwork alone, with periodic assistance from David Edwards and Elizabeth Lipford. Using USGS maps, in combination with current county road maps for navigational purposes, the surveyor investigated every paved and unpaved road leading to a black dot or open square (indicating a barn) on each USGS map. These dots and squares indicated the resources existed at the time of the mapping in the late 1950s and early 1960s. The only roads not investigated were those blocked by locked gates. Even then an attempt was made to contact the owner to obtain access to the property.

The resources to be surveyed were chosen on the basis of several factors: the date of construction, the condition and integrity of the resource, the distinctiveness of the architectural style or building type, the historical significance of the resource, and potential threats to the resource. This highly selective process did not allow the consultant to survey every resource over 50 years old, but instead reduced the survey pool to the least-altered and best-preserved example of a particular historical theme, architectural style, or building type. One notable exception to the 50-year rule were the late 1940s, enameled-metal Lustron homes in Norton and Big Stone Gap.

As requested by VDHR, special attention was paid to early outbuildings and farm structures; significant buildings that are in poor condition or that are threatened by imminent destruction; resources related to ethnic minority cultures; pre-1860 resources, including outbuildings and farm structures; and previously surveyed properties that warrant updated or additional information.

During the on-site documentation process, the exterior features and components of every resource related to the property were detailed on the VDHR/IPS Reconnaissance Survey Field Form (Figure 3) and were photographed using black-and-white film. Interiors of primary and secondary resources were investigated only at the owner's invitation or permission. When accessed, interiors were photographed and notes were taken on the interior features and floor plan. Whenever possible, owners were queried about the history or significance of the property.

The date of construction of each property was based on architectural features, construction materials and technique, information provided by the owner, and the historical record. A lack of detailed records concerning most properties resulted in those properties being assigned a circa (ca.) date, indicating a construction date range of about 10 years, with the circa date falling within the middle of that 10-year range. As a rule, the surveyor was conservative in assigning dates, preferring to opt for a later rather than an earlier construction date.

Dependencies, agricultural buildings, and log buildings proved to be the most difficult to assign an exact date of construction. Dairies, smokehouses, barns, corn cribs, and log buildings have changed little in form and building technique over time. What has changed over time is the manner in which the materials are produced for these buildings. The development of different types of wood-cutting tools has produced a variety of telltale markings on the wood used in a building. The same is true with the development of different brick bonding patterns, the development of the machine-made nail, and the marks left on stone by the different tools used to carve the stone. All these things were taken into consideration, as well as architectural features and

Figure 3: VDHR/IPS Historic Resource Survey Form

VIRGINIA DEPARTMENT OF HISTORIC RESOURCES
RECONNAISSANCE SURVEY
FIELD FORM

VDHR FILE #: _____

Page 1

IDENTIFICATION

Magisterial District: _____ County/Ind City: _____

USGS Quad Name: _____

Local Tax Code: Section - _____ Parcel - _____

PROPERTY NAMES

Seq	Name	Explanation
1.0		Historic
2.0		Current
3.0		
4.0		

ADDRESS/LOCATION

ADDRESSES

Seq	#	- #	Street Name	Explanation
1.0				Current
2.0				

Location: _____

Vicinity of: _____ Municipality: _____ ZIP: _____

Name of Historic District: _____

Name of Potential Historic District: _____

COUNT

NR Resource Type: Building Structure Object Site
Ownership Categories: Private Public-Federal Public-State Public-Local

Seq	#of NR Resources	C	NC	Seq	#of Wuzits	C	NC
1.0	Buildings	C	NC	1.0		C	NC
2.0	Structures	C	NC	2.0		C	NC
3.0	Sites	C	NC	3.0		C	NC
4.0	Objects	C	NC	4.0		C	NC
	Buildings	C	NC			C	NC
	Structures	C	NC			C	NC
	Sites	C	NC			C	NC
	Objects	C	NC			C	NC

VDHR FILE #: -

Page 2

PRIMARY RESOURCE DATA

WUZIT: _____ CONTRIBUTING NON-CONTRIBUTING

Physical Status: Existing Condition: E F G G-E G-F N/A P RB R Ruins

Threat: NONE KNOWN Demo Deter Dev MA Neg PUE Rel SF Trans Vacant

Estimated Date of Construction: _____ Source of Date: On-Site Other _____

Number of Stories: _____ Number of Bays Wide: _____

3-D Form (Optional): _____

Component	#	Type/Form	Material	Material Treatment
Foundation				
Roof				
Walls				
Chimneys				
Porches				
Windows				
Doors				

Architectural Style/Derivation: _____

ADDITIONS AND ALTERATIONS DESCRIPTION (1-2 sent)

ARCHITECTURAL DESCRIPTION (1-2 sent)

SECONDARY RESOURCES DESCRIPTION (1-2 sent)

VDHR FILE #: -

Page 3

SIGNIFICANCE

Year Built: _____ Source of Year Built: _____

Historic Context: A/CP A/L C/T D E E/I G/L/P HC/M I/P/E L M/D R/A R SP S S/A T/E T/C

ARCHITECTURAL AND HISTORICAL STATEMENT

GRAPHIC DOCUMENTATION

Seq	Medium	VDHR ID#	Frame(s)	Date
1.0	B&W 35mm Photos			
2.0	Slides			
3.0				
4.0				

BIBLIOGRAPHIC DATA

Seq	Type	Author	Citation
1.0			
2.0			
3.0			
4.0			

PROPERTY OWNER (OPTIONAL)

Owner Category: Owner Occupant Tenant

Honorific: _____
Name: _____ Suffix: _____

Title: _____

Company: _____

Mailing Address: _____

City: _____ State: _____

ZIPCODE: _____ Country: _____

Phones/Extension: _____

Notes:

SURVEYOR'S NOTES

CULTURAL MANAGEMENT EVENTS

Date	CRM Event	Agency/Individual	Remarks
/ /94	Reconnaissance Survey		

VDHR FILE #: _____
Page 5

SITE PLAN

NORTH ARROW

Date:

SITE DESCRIPTION (OPTIONAL)

Site Plan on file at VDHR? YES

Physical Character of General Surroundings: _____

Physical Character of Immediate Surroundings: _____

Site Description Notes/Notable Landscape Features

construction technique, in assigning dates to dependencies and agricultural buildings.

Historical Research

Before beginning the fieldwork phase, the surveyor conducted archival research at the Virginia State Library and Archives and consulted the Wise County files at VDHR. The primary documents investigated were the early-twentieth-century insurance maps for Coeburn, Norton, Big Stone Gap, and Wise prepared by the Sanborn Map Company. Other historical documents studied included census records and historical maps of the region. Historical research was conducted throughout the project at the John Cook Wyllie Library at Clinch Valley College and the Lonesome Pine Regional Library. Follow-up research of several pictorial collections provided a rare glimpse of the early development of the county.

Computerization of Survey Data

The VDHR has developed a new Integrated Preservation Software (IPS) system for recording survey data. IPS was originally developed by the National Park Service and will be used by the State Preservation Office in each state. This system offers national consistency in the documentation and retrieval of survey information, and will provide a national database for social historians, preservationists, planning commissions and architectural review boards, county supervisors, and town planners and managers.

All survey data was entered into IPS, with each property identified by a number and a property name specific to only that property. The information entered into IPS can be accessed in a variety of ways, depending on the level of sophistication of the computer system driving the program. For example, reports can be generated by property name or number, by architectural style, by building material, or by town or region. Through use of the IPS system, all Wise County Architectural Survey data will be permanently stored, and can be easily retrieved and used to illustrate the architectural development of the county. The IPS system also facilitates updating the historical information with changes that occur to resources over time.

HISTORIC CONTEXT

Overview of County's History

Wise County is bordered on the north by Letcher County, Kentucky, on the northwest by Letcher County and Harlan County, Kentucky, on the southwest by Lee County, Virginia, on the south by Scott County, Virginia, on the southeast by Russell County, Virginia, and on the east by Dickenson County, Virginia. The entire county is characterized by a series of broken ridges and flat plateaus that create many isolated hollows and steep gorges. The county is well-watered with four major rivers flowing through the county; the Powell River, the Guest River, the Cranes Nest River, and the Pound River, as well as numerous streams and creeks. The county encompasses 415 square miles and is in the VDHR-defined region known as Southwest Virginia (Figure 4).

From the late 1700s through the mid-1800s, the county was a sparsely populated region, known as rugged pioneer country. The main form of daily occupation was the sustainment of the pioneer homestead through subsistence agriculture. Very little actual cash money was needed, so most of the daily activity centered around the cultivation of basic food crops, the gathering of nuts and wild berries, and the hunting of game for meat.

The major ethnic group populating the county were of Scottish or Scots-Irish descent. They migrated to Southwest Virginia, as well as other areas of the Appalachian Mountains, from the highlands of Scotland and Northern Ireland. They began to emigrate to the United States in the late 1600s to escape religious and ethnic persecution in their native lands. They were known as a highly independent people who thrived on the ability to use limited resources to provide a comfortable living for their families. Consequently, those Scots-Irish who did not settle in the major ports and cities of the east coast gradually moved inland across Virginia and Pennsylvania, seeking solitude in the less populated regions of the "frontier."

The county came into existence on February 16, 1856, when a bill was passed by the Virginia Legislature to form the county of Wise from parts of Russell, Scott, and Lee counties. However, there was considerable difficulty in naming the county. The first idea for a county name was Dunn, after Commissioner Isaac B. Dunn, appointed by the state in 1853 to supervise the sale of 15,000 acres of property that had been mortgaged to the state by a Frenchman named Francis Pierre De Tubeuf sometime around 1800. The bill as first introduced left blank the county name, then later "Roane" was inserted as the county name and the act was passed by the Senate and sent to the House of Delegates. There the bill was amended by deleting "Roane" and inserting "Wise", after Henry Alexander Wise, then Governor of Virginia. The

COMMONWEALTH OF VIRGINIA

Principal Geographical Regions
and Features of the State

— STATE LINE
- - - COUNTY LINES

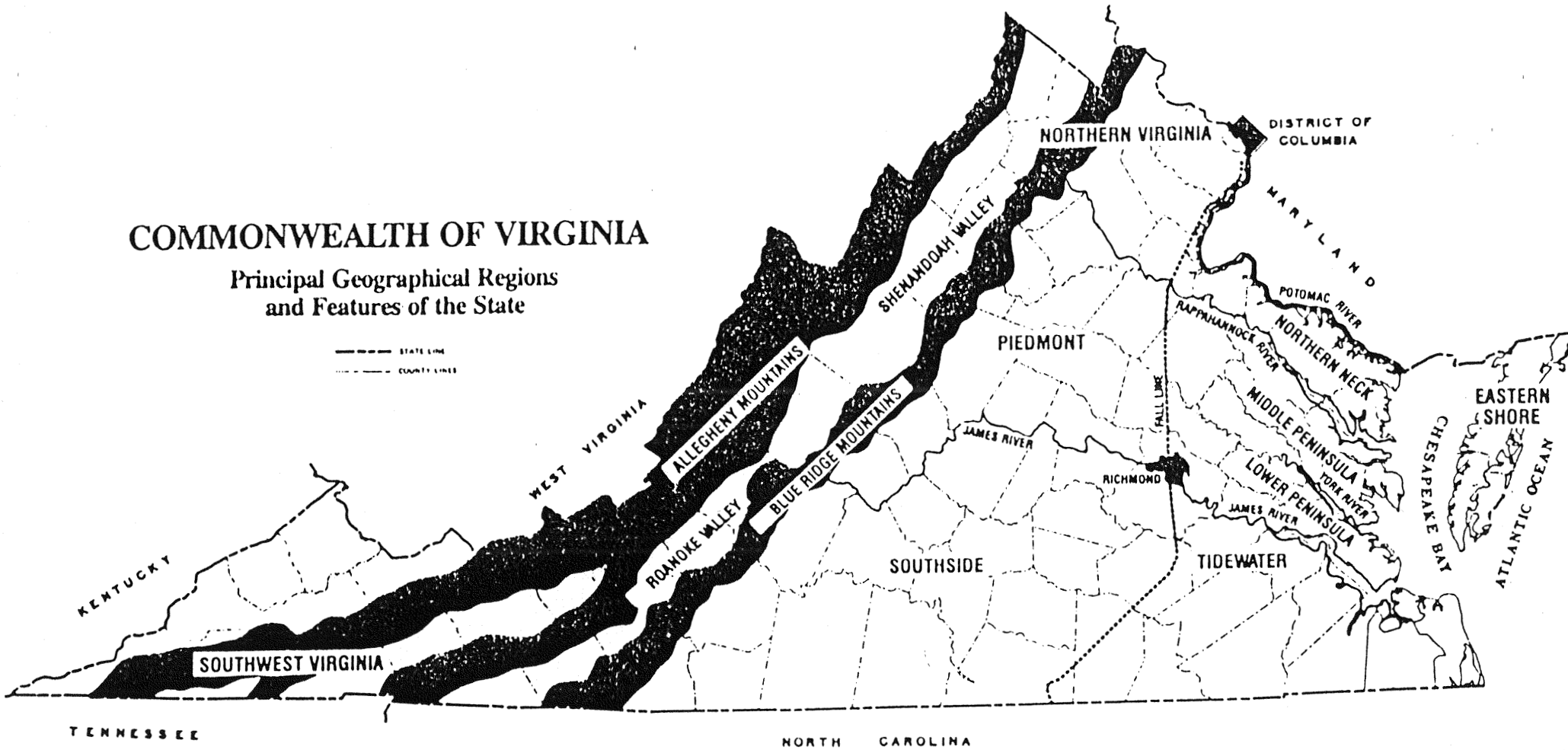


Figure 4: Map of the Commonwealth of Virginia, indicating principal geographic regions

amended name change was passed by both the House of Delegates and the Senate and Wise County was officially formed.

The county when first formed comprised almost 800 square miles, with eastern portions of the county later absorbed by Dickenson County and southern sections now under the jurisdiction of the U. S. Forest Service. Of these original 800 square miles, it was estimated that only about 3 percent, 24 square miles, was in cultivation, while the remainder was wilderness. Upon the discovery of coal and other valuable mineral resources in the early 1870s, and the beginning of the mining of those resources in the early 1890s, the main economic activity quickly changed from agriculture to the newly emerging lumber, mining, and railroad operations. These operations comprised a closed circle of business in which one depended upon the other in a sequential and cyclical pattern; lumber was cut and sold, or used to build the coalcamps before mining certain areas and the mining of valuable mineral resources -- coal, coke, and iron ore -- depended entirely upon the railroads for the transportation of those mineral resources to the national markets.

Coal and its related industries caused a more than fivefold increase in the county population from 1890 to 1940, with the greatest increases in the first twenty years, then more modest increases over the next thirty years. The 1890 census counted 9,345 people living a mostly agrarian lifestyle. The U.S. Census counted 19,653 people, a more than doubling of the population in ten years. The same 1900 census also counted fifty manufacturing operations and twelve mining companies. From 1900 to 1910, the county population increased another 75 percent to 34,162 people; and from 1910 to 1920, county population grew another 36 percent to 46,500 people. There were modest population increases until 1940, when the county reached its peak population at 52,458 people. The decline of coal mining after World War II is largely responsible for outmigration resulting in a 32 percent reduction in county population by 1970. Since then, the county has seen a modest 10 percent population increase. These figures indicate the impact coal and its related industries has had on all aspects of county life, how the agrarian lifestyle of the nineteenth century was quickly supplanted with company-town life in the last decade of the nineteenth century, and how the decline of coal mining brought about dramatic changes.

COAL

Two former Confederate officers, General John Daniel Imboden and Major Jedidiah Hotchkiss, who had seen the extensive untapped natural wealth of the region during their service in the Civil War, were the leading proponents of extracting the vast timber and mineral deposits of the southern Appalachian mountains. In 1872, General Imboden told a gathering of legislators and

prominent citizens of Virginia: "Within this imperial domain of Virginia, lie almost unknown to the outer world, and not fully appreciated by their owners," mineral deposits surpassing those of England and which, if tapped, would "attract hither millions of money, and enterprising thousands of people to aid in the restoration of the 'Old Dominion' to a foremost rank amongst the States of the Union."¹

Over the next decade, General Imboden heavily invested his own money in the early development of the Wise County coalfields. Sometime in 1880 Imboden convinced several Pennsylvania capitalists, among them Edward K. Hyndman, to invest in the Wise County coalfields. They formed the Tinsalia Coal and Iron Company. Hyndman bought out the others and merged his holdings with several other capitalists from the Connellsville, Pennsylvania, coal region. Hyndman, Judge John Leisenring, John S. Wentz and his son, George S. Wentz, John D. Bullitt, and a few lesser partners formed the Virginia Coal and Iron Company (VCI) in 1882. With Imboden acting as their attorney and land agent, VCI purchased about 67,000 acres of coal lands on the headwaters of the Powell River (in Wise County), paying as little as 35 cents an acre for some tracts.² Throughout the decade, VCI purchased additional acreage in the area, as did other smaller companies, and a new town emerged at Big Stone Gap.

In the late 1880s, VCI hired Rufus A. Ayers, a member of a prominent southwest Virginia family to manage the development of its Wise County holdings. In 1890 the first coal openings were made and the first coke was produced at Stonega, about six miles north of Big Stone Gap. The arrival of railroads in the area in 1891-92 greatly accelerated the pace of coal mining by providing a fast efficient means of transportation, and by 1896, VCI was producing over 7,000 tons of coal a month and operating more than five hundred coking ovens.³

Another local man who played an important role in the development of the extensive coalfields of Wise County was George L. Carter. In the early 1890s, he sold his coal properties on Tom's Creek in eastern Wise County to New York capitalists who formed the

¹Ronald D. Eller, Miners, Millhands, and Mountaineers: Industrialization of the Appalachian South, 1880-1930 (Knoxville: University of Tennessee Press, 1982), 49.

²E.J. Prescott, The Story of the Virginia Coal and Iron Company, 1882-1945 (Big Stone Gap, Va., 1946), 19-23.

³Ibid., 54-67.

Virginia Iron, Coal and Coke Company (VICC).⁴ Along with purchasing or building iron furnaces in southwest Virginia and northeast Tennessee, Carter acquired 300,000 acres of coal lands in Dickenson, Russell, and Wise counties. He then organized the Clinchfield Coal Company and began to construct a series of railroads into these properties. In 1908, with strong financial support from northern capitalists, these railroads were reorganized as part of the Clinchfield Railroad with Carter as its head.⁵

The Clinchfield Railroad still operates as part of mining operations in Dickenson, Russell, and Wise counties. The Virginia Iron, Coal and Coke Company (VICC) continues to mine coal in Tom's Creek in eastern Wise County with offices in nearby Coeburn. The Virginia Coal and Iron Company (VCI) was dissolved in the early 1900s and reorganized under the name of Stonega Coal and Coke, which in 1964 absorbed the old Westmoreland Coal Company of Pennsylvania and assumed the Westmoreland name.⁶ Westmoreland continues to mine coal in the regions of northern and western Wise County. There were other lesser-known coal companies and operators during this time, but their production never matched that of the aforementioned major coal companies.

The coal operators' main objective was to extract the valuable mineral resources and reap the profits of that effort. Toward that end they purchased mineral and timber rights at a fraction of their value from mountaineers unaware of the valuable minerals under their land, laid railroads into the coalfields, punched holes in the earth to access the underground coal, and built company towns to house miners and their families. In order to accomplish the ultimate goal of producing coal, the coal companies had to have a large work force of men willing to brave the extreme dangers of underground coal mining, especially in the early years before the development of regional, state, and national standards for mine safety.

The main sources of labor for the mines were the local subsistence farmers scattered on the sides of the steep mountains and in the isolated hollows below. In order to recruit the inhabitants of the rugged countryside to the burgeoning

⁴Eller, Miners, Millhands, and Mountaineers, 76.

⁵Luther F. Addington, The Story of Wise County, Virginia (Wise, Va.: Centennial Committee and School Board of Wise County, 1956), 213-218.

⁶Crandall A. Shifflett, Coal Towns: Life, Work, and Culture in Company Towns of Southern Appalachia, 1880-1960 (Knoxville: University of Tennessee Press, 1991), 35.

coalcamps, the coal companies offered steady work, improved housing, and proximity to neighbors and other amenities not possible in the fractured hillsides. Whereas the mine workers may have experienced an upgrade in housing conditions and related amenities (though this is not necessarily true in all cases), the exchange of their fiercely defended independence for "cookie-cutter" housing and an ordered and controlled lifestyle does not appear to have greatly benefited the new miner and his family. From the early 1890s until immediately after World War II, coal owners and operators exercised a high degree of control over the miners and their families. The onset of greatly expanded world trade after World War II produced drastic changes in the coal mining industry. In order to remain competitive and to conserve financial reserves, coal companies were forced to abandon, demolish, or in most cases, sell the camp dwellings. This marked the end of the high degree of control, although coal still remains at the top of the county's economic tax base.

TIMBER

At first the development of the lumber industry in Wise County was a prelude to the mining of coal. Then it became an essential element in the coal mining industry. From the earliest days of settlement, the predominantly nut-producing hardwood forests of the county and the entire southern Appalachian region had played an important role in the life of the mountain farmer. The trees not only supplied the owner with good wood for buildings, fences, furniture, and farm implements, but they also provided an ample supply of protein-rich nuts that could not be obtained in any other way. Travelers' accounts of the time commonly noted large stands of walnut, chestnut, hickory, oak, poplar, pine, and hemlock trees that reached 4 to 8 feet in diameter and 150 feet in height. Secretary of Agriculture James Wilson, writing to President William McKinley in 1901, said: "These are the heaviest and most beautiful hardwood forests of the continent. In them species from east and west, north and south, mingle in a growth of unparalleled richness and variety. They contain many species of the first commercial value and furnish important supplies which cannot be obtained from any other region."⁷ The arrival of the Industrial Revolution in the southern Appalachians not only brought about significant changes in the lifestyle of the mountain farmer, but also began the devastation of the last great hardwood forests of North America.

An initial phase of logging in the 1880s involved selective cutting of the largest and best trees along the most accessible rivers and streams. These superior trees were purchased from local mountain farmers by agents for northern lumber barons.

⁷Eller, Miners, Millhands, and Mountaineers, 87.

Fifty cents a foot across the stump was the average price paid to local farmers for such trees -- a four-foot tree bringing two dollars."⁸ They were usually purchased "on the stump" and arrangements were made with the seller to deliver the logs to the sawmill. This early phase of logging provided mountain farmers with additional income, but did not change the agricultural basis of mountain life.

The great timber boom occurred simultaneously with the ascendancy of coal between 1890 and 1930. By this time the lumber barons were purchasing large tracts of mountain land rather than just the trees, and the railroads being built into the region allowed the lumber companies to establish their own mills close to the source of the timber. The added expenses of this system forced high rates of production that resulted in the clear cutting of entire mountainsides. This resulted in the rapid removal of almost all of the region's valuable timber and left the land scarred, burned over, and highly eroded.

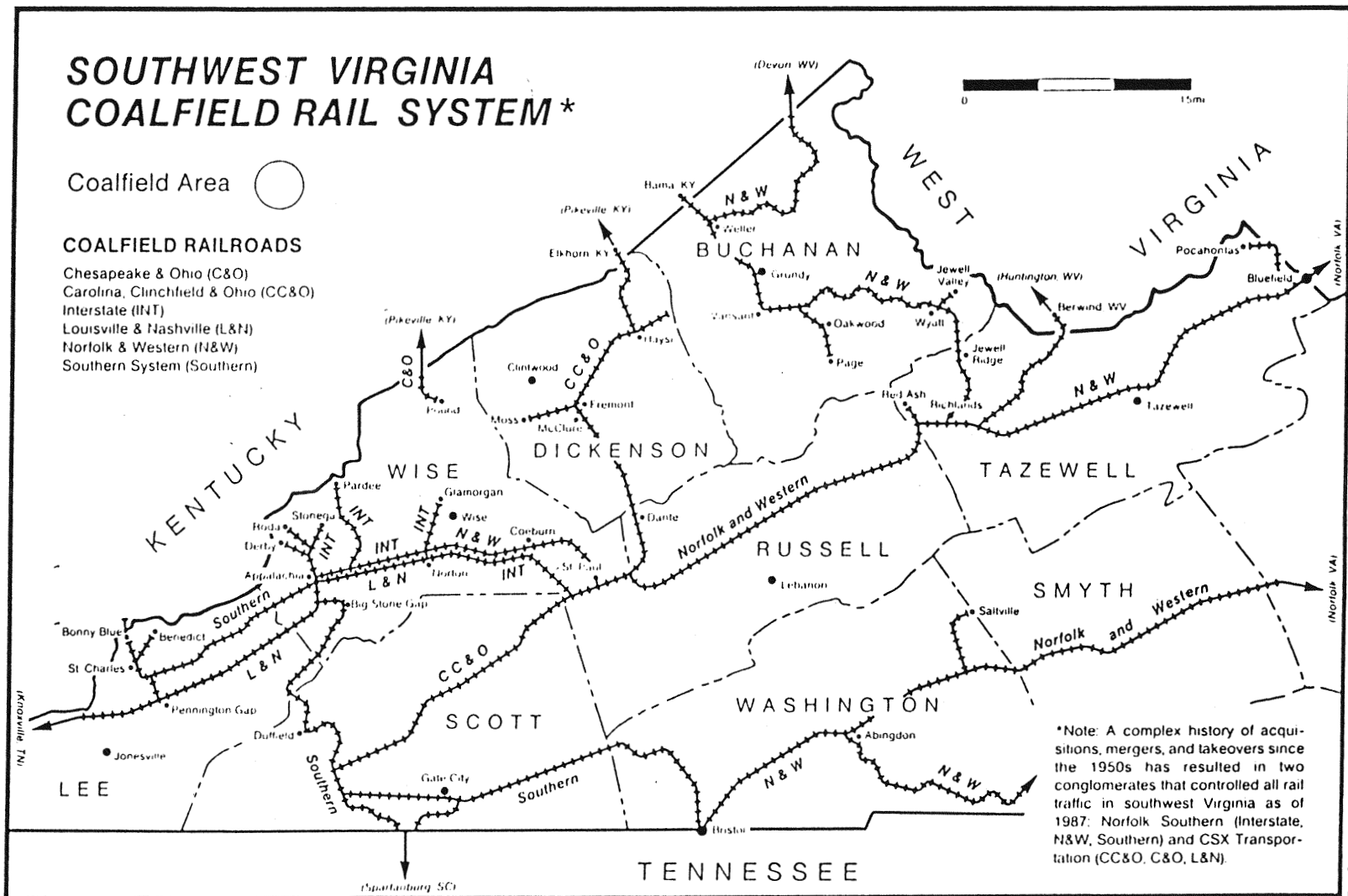
The hardwood forests of Wise County were owned primarily by corporations that owned the mineral rights, thereby reinforcing the closed circle of business interests that accumulated tremendous economic and political control in the county between 1890 and 1930. Because of this closed cycle of economic control and the need for lumber by the expanding coal industry, most of the lumber produced in Wise County was utilized in the construction of railroads, company towns, tipples, and other mining related activities. Clear cutting of entire hillsides occurred in Wise County mostly because of the need for open space to lay railroad lines, create company towns, and build mining structures. The impact of wholesale timber cutting was obscured by the ascendancy of coal, but the result was the same. In referring to the rapid transformation imposed upon the mountain farmer of Southern Appalachia by the Industrial Revolution, Harry Caudill writes: "Now the trees that shaded him were no longer his property, and he was little more than a trespasser upon the soil beneath his feet."⁹

RAILROADS (Figure 5)

The coming of the railroads to Wise County in the 1890s coincided with the buying of mountain land by northern capitalists for the rich timber and mineral deposits and closed the cycle of inter-

⁸Ibid., 89.

⁹Harry M. Caudill, Night Comes to the Cumberlands: A Biography of a Depressed Area (New York: Little, Brown and Company, 1963), 78.



Map of southwest Virginia coalfield rail system, 1921. Courtesy of Ted Clutter, Virginia Center for Coal and Energy Research, Virginia Polytechnic Institute and State University.

Figure 5: Southwest Virginia Coalfield Rail System, 1921

dependent business interests that soon controlled most of the land and minerals of the county. The same men and corporations that controlled most of the timber and mineral rights were instrumental in bringing the railroads to the county.

Although General Imboden and the other men who formed VCI in 1882 possessed 91,000 acres of Wise County coalfields by 1884, it took them 6 years to bring the railroads to Wise County. In 1890, VCI laid a line, called the South Atlantic and Ohio Railroad, from Bristol to Big Stone Gap. In 1891, the Clinch Valley branch of the Norfolk and Western Railroad (N & W) was completed through St. Paul and Coeburn to Norton after crossing Tazewell and Russell counties. The Cumberland Valley branch of the Louisville and Nashville Railroad (L & N) from Harlan County, Kentucky, also reached Norton in 1891. The construction of these rail lines and subsequent spur lines radiating into the farthest reaches of the isolated mountain hollows unlocked the wealth of a millennium and launched a coal boom. The first carload of coal left the county in 1892, the first carload of coke in 1895.¹⁰

This complex system of rail lines within Wise County was largely responsible for the meteoric rise in the county's coal production. By 1897, Wise County surpassed Tazewell County in total annual production, and for the next 25 years produced from 50 to 60 percent of the coal mined in the state. And by 1920, Wise County contained almost half of all the miners employed in Virginia.¹¹

All indications are that the incursion of the railroads into Wise County played the most important role in the transformation of the physical and cultural landscape of the county. Without the "iron horse" to transport the extracted minerals to eastern and northern power plants and steel manufacturers, the abundant natural resources would have had little value. Without coal mining, Wise County might still retain the pristine beauty that had attracted the first settlers a hundred years earlier.

Geography and Geology

The County of Wise is bounded on the north by Pine Mountain (the Letcher County, Kentucky line), on the northwest by Black Mountain (also the Letcher County, as well as the Harlan County, Kentucky line), on the southwest by Stone Mountain (the Lee County, Virginia line), on the south by Powell Mountain (the Scott County, Virginia line), on the southeast by the Clinch River (the Russell County, Virginia line), and on the east by the

¹⁰Shifflett, Coal Towns, 29-32.

¹¹Eller, Miners, Millhands, and Mountaineers, 149-150.

Dickenson County, Virginia line. The eastern boundary is characterized by a series of broken ridges and high mountains, including a number of tributaries. The largest is Cranes Nest River, with smaller streams known as Toms Creek, Caney Creek, Meade Creek, and Honey Branch. Other major waters of the county include the Pound River in the north, the Guest River flowing from the northwest to the southeast corner of the county, and Powell River flowing east to west through the western portion of the county. There are numerous other streams that all flow into one of the aforementioned major rivers.

The result is a topography marked by broken ridges running in all directions and creating isolated hollows and steep gorges, with streams and creeks running through nearly every hollow. The most important factor in the natural landscape is the Tennessee Valley Divide, actually an elevated plateau, which forms part of the northwest boundary of the county, and then traverses south and east across the county. This natural bifurcation forces creeks north of the Divide to flow north to the Pound River and creeks south of it to flow south to the Powell River. The Cranes Nest River flows north of the Divide to meet with the Pound River in Dickenson County and the Guest River flows south of the Divide to meet with the Clinch River in the southeast corner of the county.

Most of the county lies more than 2,000 feet above sea level, and more than 92 percent of Wise County land has a slope of twenty degrees or more. The difficulty of the terrain is largely responsible for the limited human occupation of the area, at least until the machines of the Industrial Revolution facilitated access to its pristine wilderness.

During the county's initial period of settlement, 1820 - 1870, the majority of its residents were involved in subsistence agriculture. After the discovery of the extensive coalfields in Wise County in the 1870s and the beginning of the mining of that coal in the late 1880s, the county's cultural, architectural, and natural landscape was inexorably altered. The extractive industries, lumber and coal, immediately became the dominant economic and cultural forces within the county. The following excerpts from an 1881 engineer's field notes indicate just how extensive the Wise County coalfields were:

At 2,075 above sea level barometer 83 degrees Fahrenheit, on a branch flowing south into Pigeon Creek, at a point 1.25 miles from Big Stone Gap, on lands claimed by Mathias Kelly, now owned and soon to be owned by the Tinsalia Company, found coal about 11 feet thick on a floor of slate, roof of slate 4 feet, overlaid with sandstone.

At the Looney's Creek opening, three miles north from Big Stone Gap, barometer 1940 feet, weather damp, thermometer 74 degrees Fahrenheit, found 68 inches of coal with a parting of 5 inches of slate near the top.

At other points further toward the head of the Powell's River, readings of the coal veins were obtained. On Black Creek, a tributary of the right-hand fork of the Powell's River, seven miles west-southwest from Gladeville, saw a coal vein 6 feet thick, floor of clay and slate. On Rocky Fork of Roaring Fork, 2,040 feet, barometer 85 degrees Fahrenheit, found a coal vein 7 feet 2 inches thick ...; floor of slate full of fossils, leading down 20 feet to another vein of coal 18 inches, which is bedded on sandstone.¹²

Later in the report, this same engineer discusses two other major coal seams, one 15 feet thick, and the other, 8 feet thick. He and other engineers and geologists who studied the extensive coal reserves during the 1870s and 1880s could not have imagined the immense impact that coal and its operators and owners would have on the county and its residents over the next 50 years.

Building Materials and Technology

The rugged natural landscape had a great influence upon the built environment. The few transportation routes were unimproved and often impassible in inclement weather, making the transportation of building materials difficult, costly, and time-consuming. This geographic isolation also caused a much slower exchange of building technologies and ideas, thereby reinforcing existing usage of local materials and building practices.

The historic built environment of the county boasts a particular building technology that to date has been overlooked and misunderstood. This system is known as box-construction and these types of houses are referred to by descendants of their builders as "boxed houses." It consists of hewn or sawn sills; 2" x 6" or 8" floor joists; vertical, random-width, 1"-thick, sawn boards serving as both the weight bearing wall structure and the interior and exterior wall surface; a 2" x 4" top plate; 2" x 6" rafters, random-width, 1"-thick, sawn roof sheathing, and roof covering. The exterior wall treatment is either weatherboard (in most cases) or narrow strips, called battens, attached to the vertical boards and covering the gaps between them. The following illustrations (Figures 6 & 7) clearly shows the seemingly minimal structure of this building technology, but the only truly important structural member missing is the diagonal bracing of the wall. Since several "boxed houses" have survived

¹²C. R. Boyd, Resources of South-West Virginia -- Showing the Mineral Deposits of Iron, Coal, Zinc, Copper, and Lead. Also the Staples of the Various Counties, Methods of Transportation, Access, etc. (New York: John Wiley and Sons, 1881), 229.

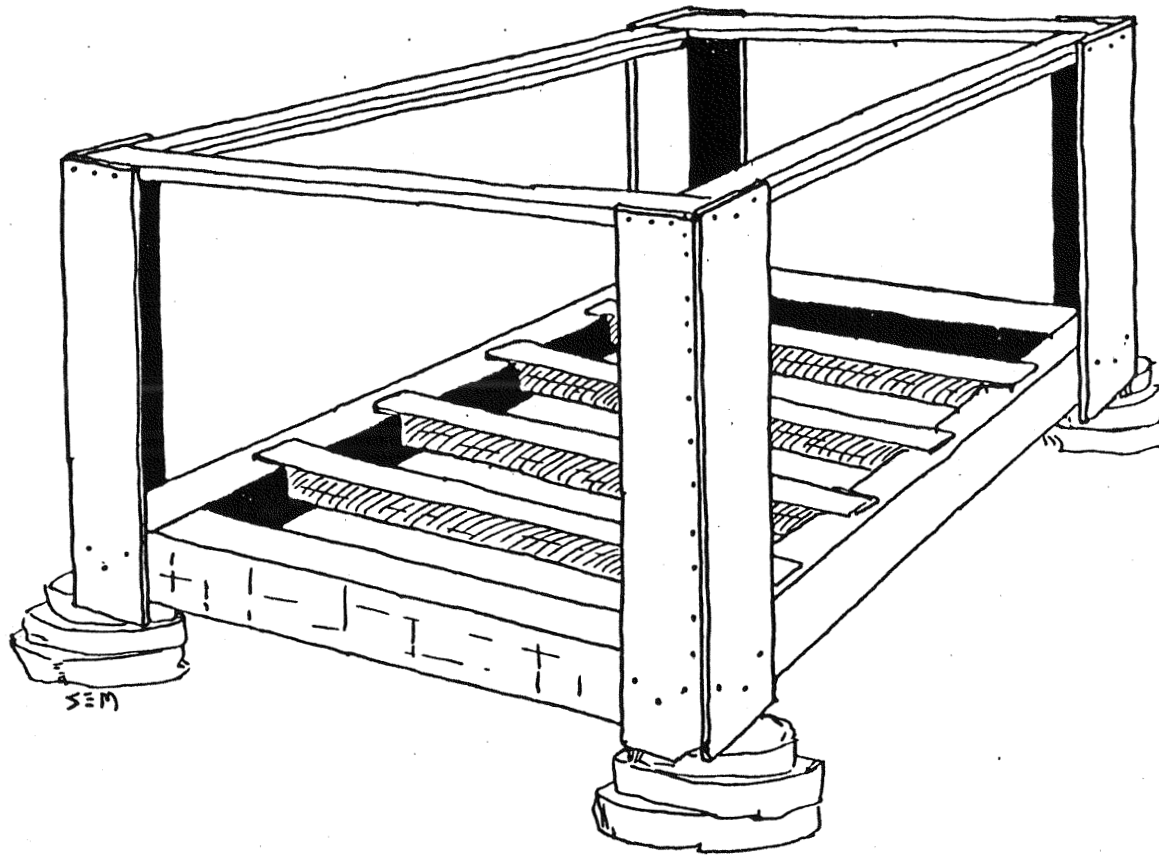


Figure 6: Drawing of a Typical "Boxed" House Framing

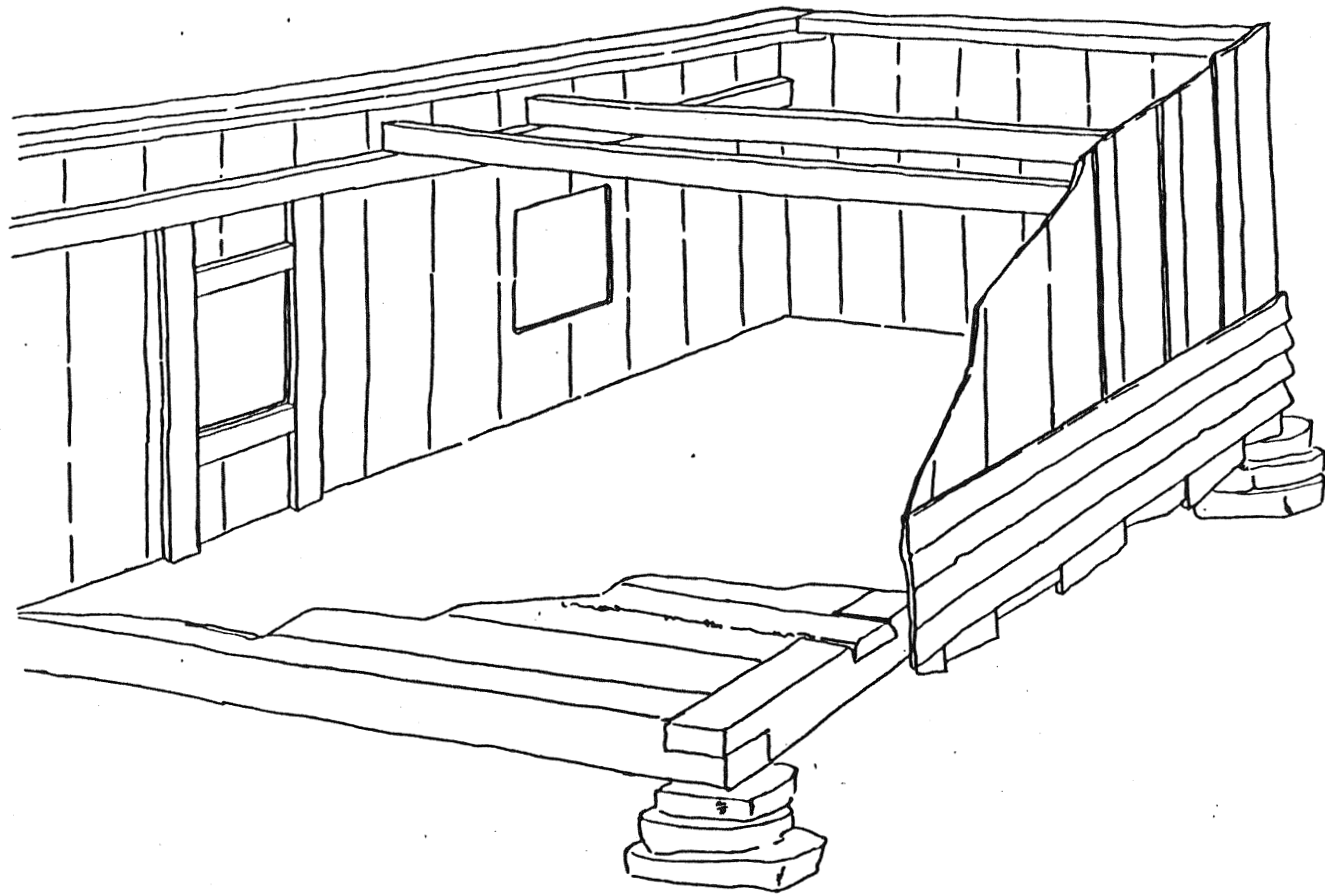


Figure 7: Drawing of a Typical "Boxed" House with Siding

from the 1890s, this building system possesses some degree of structural integrity. Several factors contributed to the development of this building system, but the most important is the ready availability of sawn lumber. Without sawn lumber, "boxed houses" would not have been built, because any other more expensive material or labor-intensive technology would have defeated the economic reasons for building this type of house.

The other important vernacular building material of Wise County was the abundant layers of sandstone which, when quarried, provided a durable and aesthetically-pleasing building material. When first quarried it was soft and easy to work, only becoming more durable and harder with exposure to the air. In his 1881 report, Engineer Boyd referred to the "cheapness with which the sandstone ledges of the county could be quarried and made ready for use in any desired shape or size".¹³

Generally the stone was cut into randomly-sized building blocks and bonded to each other with a flattened mortar joint which accentuated the different sized blocks. It was used for foundations and walls of houses, barns, and dairies, as well as for a variety of retaining walls throughout the county. A majority of the cut-stone-block retaining walls in the county were built by masons who worked for the Works Progress Administration in the 1930s.

¹³Ibid., 243-44.

THEME: DOMESTIC

RESOURCE TYPE: City, Towns, Villages, Company towns, Single-family Dwellings, Multiple-family Dwellings, Log Houses, "Boxed" Houses, and Metal Houses.

From the late 1700s to the present, domestic structures have dominated the landscape of Wise County. The first domestic structures, log cabins and small frame structures on isolated subsistence farms, were followed by log and frame houses that grew up around the newly-named county seat of Gladeville, present-day Wise. The most prolific phase of domestic construction began with the arrival of the coal-mining industry in the 1880s, which created many coal-company towns and several independent towns and villages. The brick, log, frame, and native-stone domestic buildings associated with this enormous economic and social growth are the dominant historic building type found in the county.

CITY

Norton is located in south-central Wise County at an elevation of 2,141 feet and is the only incorporated city in Wise County, encompassing 7.46 square miles with a population of 4,247 residents. The Guest River flows from the north and turns east just east of the city limits, and the Powell River flows from the north and turns west just west of the city limits. Originally called Prince's Flat after William Prince who is believed to have built the first house in Norton around 1785, Norton's population was only about 100 people when the railroads arrived in 1891. The L & N Railroad built tracks into Norton from the northwest and the Clinch Valley branch of the N & W Railroad laid tracks into Norton from the east. When Norton became an incorporated town in 1894, it was the transportation hub of the county. It was later renamed Norton, supposedly after Eckstein Norton, president of L & N Railroad from 1886 to 1891. Norton became an independent city in 1954, when it achieved a population of 5,000 people.¹⁴

Fire insurance maps¹⁵ dating to 1908 reveal much about the progress of the young town in the first fifteen years of its existence. It had a population of 3,000 people, a gravity system of water facilities owned by a private company, a volunteer fire department with 500 feet of two-and-one-half-inch hand reel hose and no engine, unpaved streets, and electric town lights. The

¹⁴Addington, The Story of Wise County, 188-195.

¹⁵Sanborn Map Company, Norton, 1908.

maps show houses built of frame, brick, and stone; and list a variety of businesses that attest to the town's early growth: several wholesale groceries, a meat warehouse, an ice company, a car and foundry company, a bottling works, a steam laundry, a silica brick manufacturer, a hardware and mining supply store, several furniture warehouses and retail outlets, and several hotels. The town also had five churches, two public schools, and a town hall. This rapid growth shows the important role Norton played as the transportation center for the emerging coal mining industry in Wise County.

TOWNS

Appalachia

The town of Appalachia is situated in western Wise County at an elevation of 1,651 feet, covering 2.32 square miles with 1,994 residents. The Powell River flows east to west through the town, with several ninety-degree turns in the river, and Callahan Creek flows into the Powell River in the center of town. These waters and the steep terrain surrounding the town divide the town into four distinct historic neighborhoods: Old Bottom, New Bottom, Ridge Avenue section, and Stringtown.

The town arose when a railroad junction was established here in 1891 by the L & N Railroad on its way to Norton, although the South Atlantic and Ohio Railroad had arrived a few months earlier, naming its terminal "Intermont." Named Appalachia for the mountains surrounding it, the town was incorporated in 1906, and its streets laid out in 1907.¹⁶ Fire insurance maps of 1908¹⁷ show a population of 1500 people, no fire apparatus, no electric lights, only private wells, cisterns, and the Powell River as water facilities, but with a macadamized Main Street and other streets ungraded. Rather than the wide array of manufacturing concerns that grew around Norton, Appalachia's growth centered around the small stores and businesses of downtown merchants. Appalachia continued to grow steadily, reaching a population of 4,400 people in 1929. By then the town had a volunteer fire department with a paid chief and a ten-million gallon water reservoir located 750 feet above and 2.5 miles east of town. The water system was privately owned by the Clear Creek Water Company and boasted a domestic water pressure of 140 pounds-per-square-inch.¹⁸ The growth represented in these figures is supported by

¹⁶Addington, The Story of Wise County, 171-176.

¹⁷Sanborn Map Company, Appalachia, 1908.

¹⁸Ibid., 1929.

the rich array of civic and domestic structures that have survived.

Big Stone Gap

Big Stone Gap is situated in western Wise County at an elevation of 1,488 feet, covering 5.64 square miles with 4,748 residents, making it the most populous municipality in the county. The fertile Powell Valley begins east of town and Stone Mountain rises to an elevation of over 2600 feet west of town. The Powell River flows from northeast to west through the town, making several ninety-degree turns; and the South Fork of the Powell River flows east to west along the south side of town, meeting with the Powell River west of town. These waters provide a natural boundary that almost totally surround the town.

Originally known as Three Forks, then Imboden, then Mineral City when it was first chartered as an incorporated town on February 23, 1888, the town was renamed Big Stone Gap (after the gap in Stone Mountain) when the charter was amended on February 28, 1890. Big Stone Gap began to experience growth when rail lines were laid through town in the early 1890s. The South Atlantic and Ohio (S. A. & O.) Railroad laid a line from Bristol to Big Stone Gap, and the first train arrived on February 22, 1891. The Louisville and Nashville Railroad laid a line from Harlan County, Kentucky, to Big Stone Gap, and the first train from this railroad arrived on April 15, 1891. But these rail lines were laid to reach the coalfields beyond town and did not provide passenger service to downtown Big Stone Gap. That was only accomplished through the efforts of General Rufus A. Ayers and other investors who formed the Big Stone Gap and Powell Valley Railroad and built a separate rail line into downtown commonly called the "Dummy Line."¹⁹

Big Stone Gap evolved as the center of the emerging coal and iron-ore industries in Wise County. The 1908 fire insurance maps²⁰ record a population of 2500 residents, a volunteer fire department with one hook-and-ladder truck and 1500 feet of two-and-one-half-inch water hose, unpaved streets, and a gravity system water facility built in 1891 and owned by the town. There is also a note in the legend of the map that states: "town very scattered." There are a few areas of town somewhat isolated by the meandering river, but overall the majority of the historic resources are within the areas bounded by the rivers. The 1929

¹⁹Addington, The Story of Wise County, 176-187.

²⁰Sanborn Map Company, Big Stone Gap, 1908.

fire insurance maps²¹ show Big Stone Gap with a population of 5,700 people, a 19-member volunteer fire department with two trucks, and a 100-million gallon water reservoir. Big Stone Gap has existed as the center for the booming coal industry, with an historic core of several two-and-one-half-story Queen Anne-style houses once owned by the capitalists whose money and efforts brought the Industrial Revolution to Wise County.

Coeburn

Located in eastern Wise County at an elevation of 1992 feet with a population of 2,165 residents, the town of Coeburn covers 1.91 square miles. The Guest River flows west to east and turns south just west of the town limits where a horseshoe-shaped bend in the river created a distinct neighborhood known as Riverview. Tom's Creek flows from north to south through town where it joins with Little Tom's Creek which flows east to west through town, and together they flow southwesterly into the Guest River near the center of the horseshoe-shaped bend. These waters, flowing into each other from different directions, caused extensive flooding of the town in the first quarter of the twentieth century.

Coeburn's opportunity for growth arrived in 1891 when the N & W Railroad laid tracks through town on the way to Norton. Other privately-owned spur lines were built to service the surrounding coal mines and coke ovens. Coeburn derived its name from W. W. Coe, chief engineer of the N & W Railroad, and Judge W. E. Burns of Lebanon. An 1891 photograph clearly depicts the Coeburn Railroad Station (97-228-8) and several two-story frame residences in a one-block cluster north of the railroad station. The town grew so quickly that it was chartered as an incorporated town on February 23, 1894, with John L. Litz as the mayor.²² Despite several fires, as well as a few floods, some structures remain from this first period of Coeburn's growth.

Pound

Pound is located in the northern part of the county just four miles south of the Kentucky state line at an elevation of 1,563 feet, covers 2.5 square miles, and has 995 residents. The North Fork and the South Fork of the Pound River become the Pound River just west of town, then it flows west to east through town, makes a sharp 180-degree bend and flows east to west back through town, turning north as it exits the town. The unusual river flow enhanced by the steep terrain created a peninsular-shaped area

²¹Ibib., 1929.

²²Addington, The Story of Wise County, 187-188.

that grew into a residential neighborhood in the 1930s, with the commercial area stretched out along the north bank of the river west of the peninsular-shaped area.

Unlike most of the other towns in Wise County that were developed by the coal mining industry, Pound's location just south of a strategic pass through the Cumberland Mountains gave rise to its existence. Pound is regarded as the oldest town in Wise County, with references to "The Pound" cited in travelers' accounts and surveyors' diaries dating from the late 1700s. The name Pound is attached to three physical entities; the river, the settlement, and the gap. A 1797 map compiled by Bishop James Madison, a land speculator, refers to the "Pound Fork of the Sandy River"; a survey recorded on November 23, 1809, of a 160-acre tract of land includes that place known by the name of "The Pound"; the gap in the Cumberland Mountains, at the Virginia-Kentucky line, was originally known as Sounding Gap.²³ Even with a long history of settlement and use of the name "The Pound" for almost 200 years, it was the last town in Wise County to be incorporated, officially becoming the town of Pound on April 7, 1950.²⁴ This is probably due to the transient nature of the "pioneer" town. The "rough-and-tumble" atmosphere of a pioneer town is recalled in countless oral histories as having a dozen roadhouses on the side of the old wagon road from Pound to Wise known as Old Indian Creek Road.

St. Paul

St. Paul is located in the far eastern corner of the county, with part of the incorporated town lying within Russell County, at an elevation of 1492 feet and containing 1007 residents. Covering only .99 square miles, St. Paul is the smallest incorporated town in Wise County. The Clinch River flows east to west along the southern edge of town.

As early as 1884, Frank A. Stratton bought 324.5 acres and developed a town plan to lay out the streets. He soon sold the land to Colonel J. B. Moon who revised the existing "Stratton Map" and in 1890 filed a new town plan called the Magruder Map. Meanwhile, a group of men headed by Colonel T. L. Rosser purchased 998 acres across the Clinch River and began to develop a town there. Rosser, who had been associated with the growth of

²³Rhonda Robertson and Nancy Clark Brown, editors, The History of The Pound (Pound, Va: The Historical Society of The Pound, 1993), 7-8.

²⁴Addington, The Story of Wise County, 195-198.

St. Paul and Minneapolis, Minnesota, believed that he and Colonel Moon could develop a similar twin cities here.²⁵

In 1891, the N & W Railroad laid tracks through town on its way west to Coeburn and Norton. The coming of the trains promoted town growth that saw the construction of several large frame hotels and residences. However, the untimely death of some of the promoters of the "twin cities" project resulted in failure for the plan. The area north of the Clinch River, known as St. Paul, managed to survive and prosper, while the area south of the river, known as Minneapolis, never recovered. Residents of the area north of the river rallied to keep the name St. Paul., even paying \$100 to a Carroll County town for the rights to name the town St. Paul. St. Paul finally became an incorporated town on April 12, 1911, with W. P. Porter as the first mayor.²⁶

Wise

Located in the geographic center of Wise County, the town of Wise contains 3.14 square miles with 3,193 residents. At an elevation of 2,454 feet, it is not only the highest incorporated town in the county but one of the highest in the entire state. There are no major rivers in or around the town, a unique distinction in the county. The Tennessee Valley Divide runs southeast to northwest in a large arc about five miles from the town, creating a series of rolling hills whose slopes proved ideal for agriculture, especially the growing of apples.

The town began to emerge in the early 1850s on land formerly owned by the French nobleman, Pierre de Tebeuf, as the village of Big Glades, then became Gladeville, the county seat, at the formation of the county in 1856.²⁷ It was unofficially renamed Wise in early 1900, and officially became Wise when the town was charter was amended on March 14, 1924.²⁸ The town grew as the center of politics and government in the county, and these forces produced a solid economic base for the town. As an already established town, the county-wide coal boom that began in the late 1880s produced rapid growth for the town. Several hotels were built, and the two-and-one-half-story Renaissance Revival Wise County Courthouse was built of tan-color brick, featuring a four-story bell tower on the north elevation and a five-story

²⁵Addington, The Story of Wise County, 198-199.

²⁶Ibid., 200-201.

²⁷Addington, The Story of Wise County, 62-66.

²⁸Ibid., 204.

clock tower on the east elevation. It was designed by Frank Milburn, a nationally known architect who designed several Southwest Virginia courthouses, including the 1906 Renaissance Revival-style Buchanan County Courthouse and the 1908 Eclectic-style Old Grayson County Courthouse.

The 1908 fire insurance maps²⁹ record a population of only 1,500 people, no fire department, unpaved streets lit by electric lights, and private wells and cisterns for water facilities. Although it was the oldest town in the county, the population of Wise in 1908 ranked it as the least populous incorporated town. The 1896 courthouse and several two-story residences and early-twentieth-century commercial buildings remain as the core of the town's historic resources.

Villages

There are several small unincorporated villages in the county, and many little hamlets that have grown up at crossroads of either the rail lines or the roadway. One such community is Tacoma which is situated in southern Wise County, between Wise and Coeburn on both sides of US Route 58 A. It was incorporated as a town around the turn-of-the-century, but gave up its charter in the late 1920s. As well, there are a number of communities that retain the name given them by the coal companies at the turn-of-the-century: Dunbar, Osaka, Roda, and others. The villages and hamlets are important as centers of local activity necessary for community identity otherwise absent in this precipitous terrain.

Company towns

The company towns of Wise County, all the product of the mining of coal, were built near the heads of the narrow valleys and gorges where the largest and best seams of coal were buried underground. The town plans were mostly a response to the physical conditions of the terrain, and as such were as isolated from other company towns as the miner had been from other neighbors on his mountain farmstead. A U. S. Coal Commission study completed in 1925 shows 64.4 percent of southwest Virginia's coal miners lived in company-owned towns.

Contrary to the popular belief that coal towns were merely the creation of northern industrial capitalists, is the following:

Few aspects of this new order [the coming of "civilization" to the mountains] were more symbolic of the transformation

²⁹Sanborn Map Company, Wise, 1908.

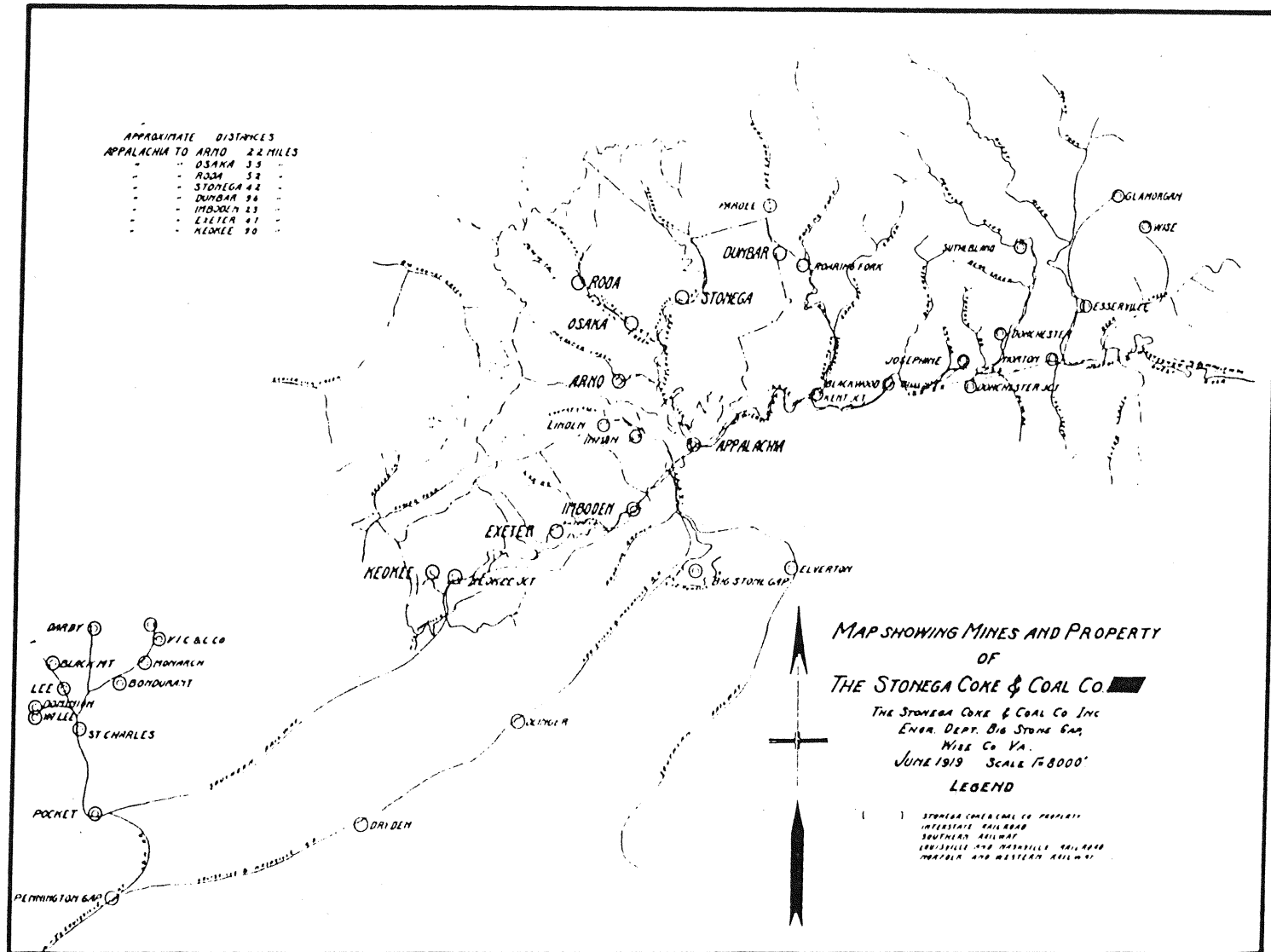
than the company towns. Born in the 1880s, the child of necessity and boom, and nourished on the profits of the industrial expansion, the company town became for thousands of mountaineers the dominant institution of community life - a vital social center around which the miners' world revolved. Not only was the coal camp the site of one's work, the source of one's income, and the location of one's residence, but for many it also provided an introduction to organized community life and the setting in which new attitudes, values, and social institutions evolved. Completely owned and tightly dominated by the coal companies, the mining towns also reflected the underlying transition in land ownership and social power which had swept the region with the coming of the industrial age. And when they were abandoned by their creators to die and decay in the depression days of the late 1920s, the company towns came to represent in the popular mind the tragic dilemma of Appalachia itself.³⁰

Wise County's first coal company, Virginia Coal and Iron Company (VCI), which later became Stonega Coke and Coal Company (SCC) and then Westmoreland Coal Company in 1964, was the primary founder and operator of company towns in Wise County (Figure 8). SCC built or bought ten company towns, eight of them in Wise County: Stonega was built in 1896, Osaka in 1902, Roda in 1903, Arno in 1908, Exeter in 1917, Dunbar in 1919, Derby in 1923, and Imboden was purchased as an operating unit in 1910.³¹ Of these, Stonega and Derby, the first and last coal towns built by SCC, retain a core of historic resources. These two towns also represent the changing attitudes of the company toward the miners. The miners' housing at Stonega (1896), are all frame buildings, both one-story, single-family residences and two-story, two-family dwellings. Even the two-story, single-family, supervisors' houses were frame. In contrast all the miners' houses at Derby (1923) are two-story, two-family dwellings built of structural clay tile with only a few frame, two-story, single-family supervisors' dwellings. At the time they were built, the structural-clay-tile dwellings with plastered interior walls were considered to be a better grade of housing than a frame or "boxed" house. The company towns greatly altered the landscape of the county and the few that survive offer a rare glimpse into a way of life never to be repeated in the coalfields of Wise County (Figures 9, 10, 11, 12).

Stonega contains a representative sample of the three major types of houses typical of the early coal-town housing in Wise County.

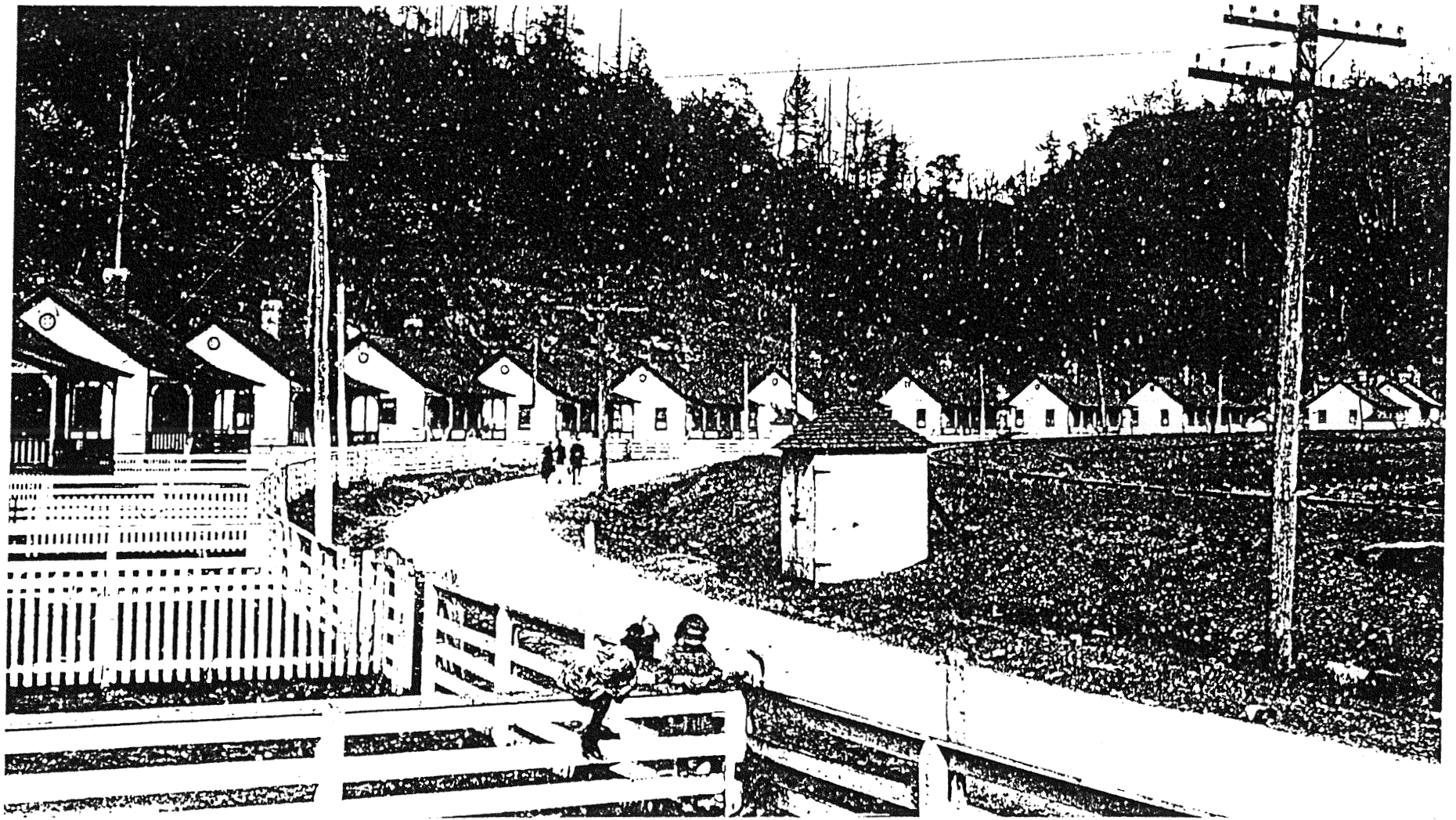
³⁰Eller, Miners, Millhands, and Mountaineers, 162.

³¹Shifflett, Coal Towns, 33-7.



Map of towns of Stonega Company. Courtesy of Westmoreland Coal Company Archive, Hagley Library.

Figure 8: Map of Towns of Stonega Coke & Coal Company, 1919



Housing area, unidentified town, Stonega Company. Courtesy of Westmoreland Coal Company Archive, Hagley Library.

Figure 9: Housing Area, Unidentified Town, Stonega Company



Town of Exeter. Courtesy of Westmoreland Coal Company Archive, Hagley Library.

Figure 10: Town of Exeter, Looking West, ca. 1917



Town of Stonega. Courtesy of Westmoreland Coal Company Archive, Hagley Library.

Figure 11: Town of Stonega, Looking Northwest, ca. 1900



Town of Imboden. Courtesy of Westmoreland Coal Company Archive, Hagley Library.

Figure 12: Town of Imboden, Looking West, ca. 1910

Mullins House (97-36), located at 5359 Park Place in Stonega, was built as the home of one of the mining superintendents of SCC. Built ca. 1900, it is a two-and-one-half-story, frame and weatherboard, gable-roofed dwelling set on a cut-stone-block foundation. The house is distinctive for its site which overlooks Stonega and for its unique combination of Craftsman and Queen Anne-style elements. The Craftsman styling is seen in the square, brick porch piers with tapered wood box columns atop them and in the gable roof and gable-roofed dormers with open eaves and a rake frieze with lookouts. The Queen Anne styling is seen in the square-cut wood shingles and double-hung, Queen Anne-sash windows in the gables and in the large double-hung, Queen Anne-sash window located east of the entrance on the south (main) facade. Also, this dwelling is significant as one of the first supervisors' houses built in connection with the first company town created by the coal boom in Wise County.

Arthur Houser House (97-422-1), is located at 5354 Park Place in Stonega, across Park Place and the railroad tracks from the Mullins House. It is a two-and-one-half-story, frame and weatherboard, gable-roofed dwelling set on a random-rubble-stone foundation. Built ca. 1900 as a duplex that housed two miners' families, it retains most of the features found on the duplexes built by SCC at Stonega, its first company town. It has two-over-two, double-hung, wood-sash windows, a gable roof with a boxed cornice and eave and rake frieze boards, and staggered-course, square-cut, wood shingles decorating the gables. A one-story, frame and weatherboard, shed-roofed addition has been built on the north end of the west elevation. A one-story, frame and weatherboard, hip-roofed addition has been built on the south end of the west elevation. Both of these additions probably occurred sometime after SCC abandoned the company town of Stonega, and the houses and lots passed to private ownership. Another important feature of this property, and most other miners' dwellings and duplexes in the coal towns, is the coal house located about thirty feet northwest of the house. Built as a storage facility for the coal that fueled the stoves which heated the house, it is a frame building with German siding and a gable roof, measures five feet by ten feet, and is set on a solid brick foundation. The coal house was divided into two equal areas for each of the two miners' families in the duplex. It has two, small, framed openings near the top of the wall on the northwest wall for loading coal into the building, and two, large, framed openings on the southeast wall for accessing the coal. There are several other frame outbuildings located northwest of the house.

House (97-42-6) at 5023 Stonega Road is situated one-half mile south of the main core of Stonega's dwellings. A one-story, frame dwelling with German siding, the ca. 1910 house has a shed-roofed porch with turned posts and sawn brackets on the south elevation, and has a gable roof with a box cornice and a rake

frieze board. The gable ends have small one-over-one, double-hung, wood-sash windows replacing the round, wood louvers that ventilated the attic. This house is one of fifteen adjacent houses in a curving row along the north side of VA Route 78, with the railroad tracks running parallel to the highway. These one-story, single-family dwellings are a departure from the two-story duplexes built ten years earlier and are important because they represent the changing attitudes of the company town owners and operators toward the miners' living conditions.

House (97-345) located at the east end of State Route 804 in Imboden is a one-story, gable-roofed, frame and German siding dwelling set on brick piers infilled with random-width vertical boards. Built ca. 1910, with six-over-six, double-hung, wood-sash windows and two separate entrances onto the full-length porch on the south (main) facade, it is a typical, single-family, coalcamp dwelling built during the early twentieth century. The coal town of Imboden was purchased by SCC in 1910 as an operating unit, and today about two dozen houses remain in a tight, one-square-block, cluster along State Route 804. Most have been altered (new siding, windows, or porch posts) since they passed into private ownership, but almost all retain their original form and use, and several retain their original coal houses. A coal house located east of 97-345 measures five feet four inches by ten feet four inches, is frame with German siding, and has a gable roof with open eaves and a rake frieze board. It has a small wood door near the top of the wall at each end of the south wall for loading the coal, and a raised-panel door on the east and west elevations for accessing the coal. Since one coal house stored coal for two, single-family dwellings, it was divided into two equal spaces, and generally straddled the fence line, which later became the property line when the company towns were abandoned and sold into private ownership.

House (97-376) at 6110 Fellowship Road in Dunbar, situated only about thirty feet northeast of the railroad tracks, is a two-story, frame and German siding duplex set on brick piers infilled with random-width vertical boards. It has two, small, shed-roofed entrance porches set on brick piers on either end of the southwest facade, facing the railroad tracks. There is a full-length, hip-roofed porch on the northeast elevation, facing toward the alley between the rows of identical two-story company houses. The Craftsman-style house has six-over-nine, double-hung, wood-sash windows on the first floor and six-over-six, double-hung, wood-sash windows on the second floor. The shallow-pitched gable roof has open eaves with a frieze board and a rake frieze with lookout blocks. This duplex was built by SCC as part of its plan to mine the coal seams above Roaring Fork in northwest Wise County and indicate how geographic conditions can influence the process of town building. Drawn up in early 1918, Dunbar's original town plan called for 250 single-family dwellings. But company officials soon realized they didn't have

sufficient space to build the four-room single-family dwellings that had become their standard at Stonega, Imboden, and Exeter. As a result, they decided to build ten-room, double-occupancy dwellings and by January 1, 1919, twenty-eight of these dwellings had been built and sixteen more were under construction.³²

House (97-48-1) on State Route 686 in Derby is part of the last company town built by SCC in 1923. It is a two-story, hip-roofed duplex built of structural-clay-tile blocks untreated on the exterior. There is a full-length, one-story, hip-roofed porch set on a structural-clay-tile-block foundation on the north facade of the house. This house, and all the clay-tile houses in Derby, are unique for their use of a structural material not designed as a finished surface, but which did offer an insulating quality not found in the frame houses of the earlier company towns. Like Dunbar, these houses are a response to the geographic conditions that necessitate the use of the two-story duplex, and all face the highway that runs through the center of two rows of houses lining the narrow valley.

Single-family Dwellings

The single-family domestic structures in Wise County are mostly representative of local interpretations of national and regional precedents. Only a few dwellings survive from the pioneer days before the formation and subsequent development of the county.

Bays-Lawson House (97-218), located on the north side of US 58 A, 4.2 miles east of its junction with VA Route 72 in Coeburn, is a one-and-one-half-story log dwelling with V-notched corners, and measuring twenty-one feet by eighteen feet. The base of the original, random-rubble, stone chimney remains with a newer cinder block flue added above. A distinctive feature of this cabin is the roof framing system which is a system of log purlins along the length of the gable roof, with oak shakes attached to the log purlins. Some of the original wood shakes survive under successive layers of roof coverings. A one-and-one-half-story frame wing was added to the west elevation of the log cabin sometime around 1900, and only the foundation remains of the kitchen wing at the southeast corner of the log cabin.

Bartley Hollyfield House (97-280) (Figure 13), another early log dwelling, is located atop Bold Camp Mountain between Wise and Pound, in northern Wise County, four miles from the nearest public road, and is only accessible by four-wheel-drive vehicles or by foot. The cabin was probably built sometime around 1865 by Bartley Hollyfield, who married Elizabeth Mullins on June 23,

³²Ibid., 45.



Figure 13: *Bartley Hollyfield House (97-280)*
South Elevation

1863.³³ Family records indicate that Bartley and Elizabeth raised a family in the cabin and their descendants also raised families in the house. It is a one-and-one-half-story log building joined with a half-dovetail corner notching system, measures approximately twelve feet by sixteen feet, and has a large, cut-block stone chimney on the south elevation, and a door in the center of each of the long walls (east and west). There is a small window opening near the chimney. This cabin also featured the same log-purlin roof framing system as the Bays-Lawson House at the other end of the county. Due to its remote location, this cabin is vacant and in a state of advanced deterioration, but it is important as one of the last log dwellings that once dominated the landscape of Wise County.

Richmond House (101-22) (Figure 14), 417 First Avenue, East, Big Stone Gap, is a two-story, seven-bay, gable-roofed dwelling built in several sections. The first dwelling on the property is a two-story, sixteen foot by twenty-six foot, half-dovetail log core supposedly built in the late 1790s but physical evidence suggests an 1840s construction date. Attached to the west elevation of the log core is a two-story, sixteen foot by thirty-two foot, frame and weatherboard section probably added in the 1870s. This addition features a Greek Revival-style doorway, with a fixed, wood transom and fixed, wood sidelights. At this same time a two-story, full-length, shed-roofed porch was added to the north (main) facade. Attached to the south elevation of the main block are two, one-story, frame and weatherboard, gable-roofed wings measuring approximately fourteen feet by twenty-eight feet. The east wing was probably added sometime in the 1880s and the west wing was probably added in the early twentieth century. All of these building additions resulted in a mix of windows: six-over-six, double-hung, wood sash; one-over-one, double-hung, wood sash; and nine-by-nine, sliding, wood sash. The log core had an exterior end chimney which became a central chimney when the west addition was added to the house. The frame addition has an exterior end chimney rebuilt in the 1980s. The two rear wings have central, interior, brick chimneys. Family history indicates that the Richmond family, the fourth owners of the property, operated a store out of part of this building; and that the Flanary family, the fifth owners of the property, also operated a store on the property. There is little documentary evidence to support the construction dates of the various sections of the house, but it is clear that it was built in at least four different sections, all built with different materials and construction techniques. The house and outbuildings are now owned by descendants of the Flanary family. Vacant and deteriorating, this is an extremely important dwelling that represents the various stages of growth in Big Stone Gap and Wise County. And further research could help unravel the conflicting

³³Robertson and Brown, eds., The History of The Pound, 197.



Figure 14: *Richmond House (101-22)*
North & West Elevations

and confusing evidence in the oral histories of the site. And further on-site documentation, including archaeological investigation, could help determine the location, if any, of the dependencies that would have been part of the late-eighteenth-century farmstead, and could reveal the log portion to be the oldest dwelling in the county

Wycliffe Nash House (97-258) (Figure 15) is situated at the northeast corner of the junction of State Routes 646 and 644, about four miles east of the town of Wise atop the Tennessee Valley Divide. Probably built ca. 1870 by Wycliffe H. Nash, the two-story, gable-roofed log dwelling, measuring eighteen feet by forty-four feet, is unusual for a number of architectural features. It appears to be built of two, eighteen-foot-square log pens joined by a frame, central passageway and covered by one gable roof. The central passage may have been an open breezeway between the pens in its original configuration. The walls of the log pens have been covered with weatherboard siding but the central passage area has been covered with horizontal, flushboard siding on both floors of the west facade. Above the passage on the west facade is a cross gable decorated with weatherboard siding that has been cut to resemble mousetooth molding with the same type of cuts in the rake board. Outlines on the weatherboard siding of the house reveal the shape of the brick chimneys which were on the north and south gable-end elevations of the house. Each was a single-shouldered, exterior-end, brick chimney set on a large, random-rubble-stone foundation. The long rectangular house shape and the brick chimneys created a house form that became common throughout the United States in the last half of the nineteenth century, the "I-House." Characterized by a symmetrical three or five-bay facade, two-story height, one-room depth, and a gable-roof with exterior-end chimneys, the typical I-house was built of frame construction. The Nash is unusual because it is a log dwelling, which became an I-house during subsequent building campaigns. It is also important because it is the site of a state-licensed apple brandy distillery operated by Wycliffe Nash and his sons. Wycliffe Nash and his wife Louisa raised fourteen children in the house, the last of which died in 1989 at the age of 102. They, and eleven of their fourteen children, are buried in the family cemetery located on a hill southeast of the house.

Holbrook House (97-195) is located on the west side of State Route 657, .2 miles south of the junction with US 58 A, and only about one-half mile north of the Hamm House (97-18) in eastern Wise County. Built ca. 1870, measuring sixteen feet by thirty-six feet, and facing east toward the highway, it is a frame and weatherboard, gable-roofed, I-house set on stone piers infilled with cinder block. It retains the original six-over-six, double-hung, wood-sash windows and one of the two exterior-end chimneys that help create the I-house shape. The chimney on the north elevation is constructed of random-rubble stone with the



Figure 15: *Wycliffe Nash House (97-258)*
West & South Elevations

shoulders and stack built of brick. The chimney of the south elevation has been replaced with a cinder block flue, but its original outline is evident in the paint outline on the weatherboard siding. Supporting the ca. 1870 construction date is the eight-inch-square, hewn wood sill, the full-sized, two by four wall framing members, and the lack of a ridge pole in the roof framing system. Local tradition also indicates occupation of the area by Holbrook family members in the mid-nineteenth century. Although subsequent additions have obscured the west elevation of the house, the I-house shape and form is unaltered.

Shelcy Mullins House (97-266) is located on the west side of State Route 643, one mile north of the junction with State Route 644, in central Wise County. Built ca. 1890 and measuring sixteen feet by thirty-eight feet, it is a frame and weatherboard, gable-roofed, I-house set on stone piers and supported by hewn, wood sills. The two chimneys, built of coursed, cut-stone blocks with corbeled stone, have been moved from the gable ends to the interior walls on either side of the central passage. But the major features of this I-house are unchanged: two-story, single-pile, symmetrical facade with a central passage, and a gable roof with cornice returns and eave and rake frieze boards. The exterior window trim has been incised to simulate plinth blocks and bulls-eye blocks found on other, more elaborately-decorated I-houses. The house is used as a storage facility by the present owner, and it is set in a small, privately-owned subdivision of mostly one-and one-half-story, Ranch-style brick houses.

Mac Sturgill House (97-398) is located on the north side of State Route 671, .7 miles east of the junction with State Route 620, near Dewey in northern Wise County. Built ca. 1890, it is a two-story, frame and weatherboard, gable-roofed I-house set on stone piers with no infill. It has coursed, cut-stone-block chimneys on the north and south gable-ends, two-over-two, double-hung, wood-sash windows, and a two-story entrance porch on the east facade. Folk Victorian-style detailing includes the mousetooth fascia and rake boards of the house and porch, the chamfered wood porch posts with arched frieze and Chippendale-style porch balustrade, and the diagonal flushboard siding with a semi-circular wood louver in the porch gable. Local tradition suggests the house was built for Mac Sturgill by a local carpenter named Null Nicholls (sp?).

Miller House (97-401), located on the east side of State Route 671, .3 miles north of the junction with State Route 679, is only about one mile east of the Mac Sturgill House (97-398) and was probably built by the same carpenter. The Miller house is a one-story version of the Sturgill house, with identical decorative roof trim, porch posts and balustrade, and gable treatment except that the louver here is circular.

Ennis House (97-178-2) (Figure 16) is located on Russell Alley behind the Blue Sulphur Hotel in downtown St. Paul. Built in 1890 and measuring twenty-four feet by thirty feet, it is a two-story, four-bay, frame and weatherboard dwelling set on a brick foundation with a central brick chimney. The gable roof has open eaves and a rake frieze. The house retains the original two-over-two, double-hung, wood-sash windows. The full-length, one-story porch on the north facade has turned posts and balusters and a hip roof. The north facade features two entrance doors, but the interior evidence suggests this house was built as a single-family residence. The interior retains the large square newel posts and turned balusters of the stairs, as well as the four-panel, raised-panel wood doors. The Ennis House is an important early vernacular dwelling, probably the oldest building in town, set amidst commercial structures in downtown St. Paul.

B. Y. Perry House (97-7) at 802 Front Street in Coeburn in eastern Wise County, is a two-story, frame and weatherboard dwelling measuring sixteen feet by forty-eight feet. Built ca. 1890 along the path of the Norfolk and Western Railroad (N & W), the house is a departure from the standard I-house because of the two, two-story, gable-roofed wings attached to the south elevation and the angled walls of the west gable-end of the house. It is a single-pile, central-passage, rectangular-shaped dwelling with a double-locked, standing-seam, metal, gable roof. The full-length, hip-roofed porch on the north facade has turned posts and balusters, sawn brackets, and a spindle frieze. The house is now covered with aluminum siding probably applied over the weatherboard siding in the mid 1970s, but the dwelling has been little altered. The exit ramp for the new US 58 A Bypass being built south of Coeburn has taken a portion of the west yard of the property, and the traffic associated with this ramp will continue to impact the house in the future.

John Litz House (97-14), located at 412 Centre Street in Coeburn, is similar to the B. Y. Perry house above. Built in 1891 by John Litz, who was the first mayor of Coeburn, it is a two-story, frame and weatherboard, T-shaped dwelling with a gable roof. It has a one-story, hip-roofed porch on three sides of the house and has a two-story portico on the south facade. Both feature turned posts and sawn brackets, with turned balusters and a spindle frieze. The house is set on cut stone piers infilled with brick on a hill overlooking Coeburn to the south.

R. H. Spears House (97-13), situated at the southwest corner of High Avenue and North Avenue in Coeburn, is a two-story, frame and weatherboard dwelling built ca. 1895. The irregular-shaped house has an intersecting gable roof with a bracketed eave and rake frieze boards and cornice returns. The gables also feature circular wood louvers and sawn rake trim. A one-story, hip-roofed porch with turned posts and balusters, sawn brackets, and a spindle frieze covers the east elevation of the house.



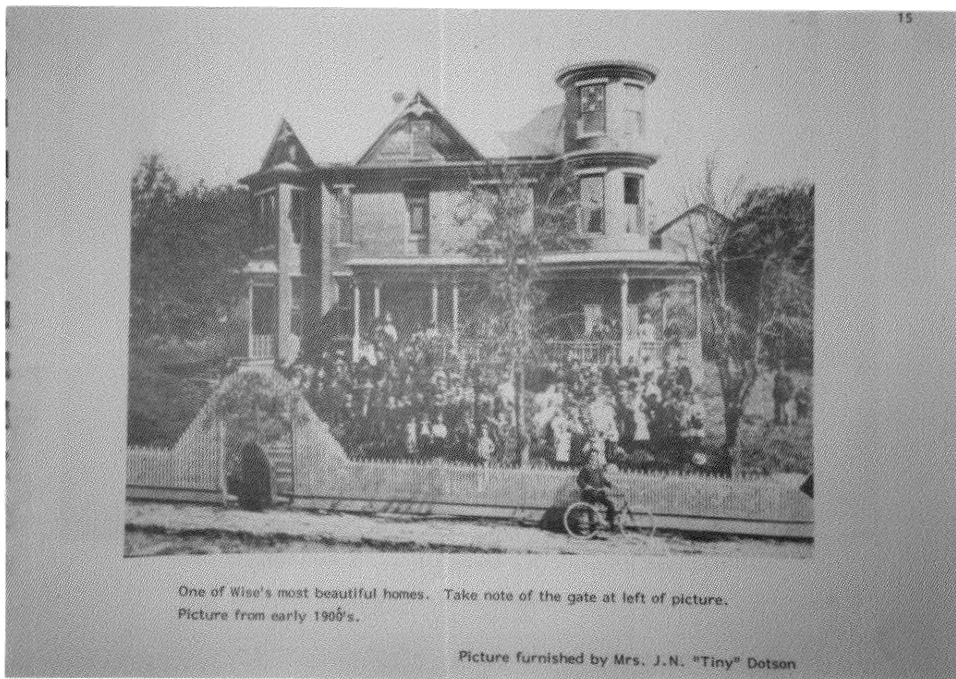
Figure 16: *Ennis House (97-178-2)*
North & West Elevations

Peters House (97-242) at 210 West Front Street in Coeburn was built ca. 1905 along the main travel route from Coeburn to Norton that later became US 58 A. It is a one-and-one-half-story, frame and weatherboard dwelling set on brick piers. The gable roof with cornice returns and eave and rake frieze boards, also has a frame and weatherboard, gable-roofed dormer on the east and west elevations of the house. It retains the two-over-two, double-hung, wood-sash windows, the two interior brick chimneys, and the one-story, hip-roofed porches on the north and south elevations. Located only four feet from the east corner of the south porch is a one-story, gable-roofed dairy measuring eight feet by twelve feet. It is constructed of precast concrete blocks measuring twelve inches square by four inches thick, and has a four-foot roof overhang protecting the diagonally-sheathed board-and-batten door on the north facade.

House (97-341) located on the south side of State Route 613, .2 miles east of the junction with State Route 613, just east of the village of East Stone Gap in western Wise County was built ca. 1900. It is a two-story, frame and weatherboard dwelling set on a cut-stone-block foundation. The hip roof with intersecting gables on all elevations is covered with pressed-metal shingles. Each gable is fully pedimented, has a wide frieze board, and decorative rake trim. The gable that faces north toward the highway has a wood-framed louver with a Masonic symbol and three star-shaped circles cut into it, and the gable that faces west has a wood sword with four star-shaped circles cut into it. There are several frame barns and glazed-tile silos located west of the house that once were part of the property, but they are not owned by the present owner of the house.

Although local building traditions employing indigenous materials and techniques are the major contributors to the county's distinctive architectural character, several textbook examples of high-style architecture exist in the county today. There are a few exuberant examples of the Queen Anne style built in the late 1880s, with several dwellings executed in the Classical Revival style of the early twentieth century. There are also several other unaltered examples of the Craftsman style.

Dotson House (97-4-2) (Figure 17) on Main Street in Wise is a two-and-one-half-story brick residence built in the Queen Anne style in 1893 by N. B. Dotson. The south corner of the house has a three-story brick tower with a conical roof, and the Queen Anne, double-hung, wood-sash windows have curved glass on all three floors of the tower. The house has a prominent position at the northeast corner of the juncture of the U.S. 23 Business and Bypass routes, which were historically the main travel routes southwest to Norton, northwest to Pound and Pound Gap, and east to Dickenson County.



One of Wise's most beautiful homes. Take note of the gate at left of picture.
Picture from early 1900's.

Picture furnished by Mrs. J.N. "Tiny" Dotson

Figure 17: *Dotson House (329-4-2)*
Southwest Elevation, ca. 1920

West Second Street in Big Stone Gap has a collection of 1890s, two-and-one-half-story, Queen Anne-style single-family residences which form the core of the proposed Big Stone Gap Historic District. These houses were built by the families of the initial promoters and owners of the coalfields in the western region of the county.

John K. Taggard House (101-15) (Figure 18), 103 West Second Street, Big Stone Gap, is a frame, two-and-one-half-story residence built in 1892 for John K. Taggard, superintendent from 1890 to 1896 of the Virginia Coal and Iron Company, which later became Stonega Coke and Coal Company, the major builder of coal company towns in Wise County. Taggard was exceptionally skilled in making maps for attorneys and surveyors as well as being an efficient mining superintendent. He was killed on May 23, 1896 while overseeing the construction of coke ovens.³⁴ The Wentz family owned the house for eight years, and in 1905, another superintendent of Stonega Company took possession of the house, E. J. Prescott. Prescott lived in the house forty years and the home is commonly referred to as the Prescott House. The three-story frame tower with an octagonal roof on the south corner combined with the gables and cross gables covered with varied-pattern wood shingles sets this house apart from the others on the block. The present owners have painstakingly restored the porch balustrade to its original pattern based on historic photographs, and have repainted the entire house with polychromatic hues normally associated with the Queen Anne style. The interior retains all of its original woodwork and all its original door and window hardware.

Ted Wentz House (101-13) (Figure 19), 19 West Second Street, across the street to the south of the Taggard House, is a frame, two-and-one-half-story residence built in 1893, possibly as late as 1896, for Ted Wentz, a member of the Wentz family who owned a controlling interest in VCI, which later became SCC. Ted Wentz mysteriously disappeared on a hunting trip in 1903, only 27 years old. The three-story frame tower on the west corner faces the tower of the Taggard House across the street. The interior of this house features a formal entrance foyer with paneled walls and coffered ceilings of oak. The U-shaped stairs are also built of oak as are the turned balusters and the oak newel posts feature turned, decorative urns of oak. The interior retains all of its original woodwork and all its original door and window hardware.

House (101-16), 120 West Second Street, Big Stone Gap, across the street to the west of the above two houses, is a brick, two-and-one-half-story Queen Anne-style dwelling (101-16) built around 1895. It has a wraparound porch, though somewhat altered, and

³⁴Addington, The Story of Wise County, 209, 212.



Figure 18: *John K. Taggard House (101-15)*
South Corner



Figure 19: *Ted Wentz House (101-13)*
West Corner

decorated gables associated with the Queen Anne style, and further exhibits its texture with a chimney that corbels from the wall partway up the first floor wall on the north elevation. The creative use of brick accentuates the style of this house, and offers a contrast to the mostly frame residences of the neighborhood.

House (101-12), 18 West Second Street, one block south of the above three houses, is a brick, two-story Queen Anne-style dwelling built around 1895. This house stresses horizontality since it has no tower, and gable roofs radiate from the main hip roof to cover several angled bays. The wraparound porch features a projecting gable roof at the main entrance with a lattice motif in the gable.

Big Stone Gap has by far the best collection of Queen Anne-style dwellings in Wise County, but not the only ones. There are several large Queen Anne-style and Colonial Revival-style residences built by the men who reaped the profits of the coalfields in the central region of the county and settled in Norton.

Turner House (146-9) is located at 820 Virginia Avenue, in Norton. Built ca. 1895, it is a two-and-one-half-story, frame and weatherboard, hip-roofed dwelling set on a cut-stone-block foundation. It has a three-story, octagonal, frame and weatherboard, belcast pyramidal-roofed tower near the west end of the south facade and a two-story, projecting octagonal bay on the west elevation. The south facade features a one-story, three-bay, hip-roofed porch with paired, slender, Tuscan columns atop square wooden pedestals. The north (rear) elevation of the house is dwarfed by a steep hill which rises sharply to a paved alley directly north of the house. Although the windows and doors have been replaced, it survives as one of the best examples of the Queen Anne style in Norton.

George Esser House (146-20) (Figure 20), southeast corner of Virginia Avenue and 11th Street, Norton, is commonly known as the Bolling Mansion. Built in 1917 for George Esser, a local coal operator, it is a two-and-one-half-story, five-bay, hip-roofed, Colonial Revival-style residence. The cream-colored brick residence has a two-story portico on the north facade with colossal, fluted wood columns with Corinthian capitals and a full entablature cornice with dentil molding. The hip roof of the house also has a full entablature cornice with dentil molding. The contractor for this impressive building was Joseph Hunnicutt, who was responsible for constructing many of Norton's significant architectural treasures. Esser fell on hard times during the Depression and in 1932, George Bolling acquired the house and lived in it until his death in 1957, and his wife lived in the house until her death in 1975. It is now owned and used by a local attorney, Carl McAfee, as the offices for his law firm. It



Figure 20: *George Esser House (146-20)*
North Elevation

is a significant landmark in the city of Norton and should be nominated for listing in the National Register and the Virginia Landmarks Register.

House (146-21), 1125 Virginia Avenue, Norton, is a two-story, three-bay, eight-course, American-bond brick dwelling with a hip roof. Built ca. 1900 in the modified Queen Anne style, its decorative features include segmental-arched brick window lintels with a projecting header course; cut-stone window sills; pressed-metal shingles in the gables on the front and side elevations of the house; and a wraparound porch with wood Tuscan columns and Scamozzi capitals. The site includes a one-story, hip-roofed, five-course, American-bond brick garage near the southeast corner of the property and a coursed, cut-stone-block wall along the north side.

Richard Fleming House (146-56-11), 714 Ridge Avenue, Norton, is a two-story frame dwelling that derives its Queen Anne styling from a wraparound porch with a pierced and sawn frieze, square-cut, staggered-course wood shingles in the gables on all elevations of the house, and large, double-hung, wood-sash window with the upper sash of stained glass. It remains in original condition except for a small, two-story addition on the north (rear) elevation.

Hillman/Banner House (97-228-5) (Figure 21), 709 Second Street, Coeburn, is a Craftsman-style dwelling built in 1907 from plans drawn by Albert L. Flegel, a Chicago, Illinois, architect. The one-and-one-half-story, brick house with a hip roof and cross gables covered with pressed-metal shingle also is influenced by the Colonial Revival style of the early twentieth century. The house has stretcher-bond brick walls with a soldier-row watertable and cut-stone window sills. The cross gables on the east, south, and west elevations have brick walls with triple, one-over-one, double-hung, wood-sash windows and a wide, rake frieze. The full-length, hip-roofed porch on the south facade has paired, paneled, wood box columns atop brick pedestals with a cut-stone cap. The interior of the house has oak door and window trim throughout, and retains the original radiator heating system, including a heater-overflow unit above the radiator in an upstairs bedroom. The entrance to the formal dining room is framed by fluted, wood columns set atop a paneled wood base. The house survives in almost unaltered condition and the present owners have a copy of the original drawings to guide them in any restoration or rehabilitation work on the house.

House (97-57-8), 11 East Wyandotte Avenue, Big Stone Gap, is another brick Craftsman-style house with unique features. Built ca. 1920, the one-story, hip-roofed, stretcher-bond brick dwelling has a soldier-row brick watertable, window sills of angled-rowlock brick, and a flat steel window lintel with soldier-row brick above it. The southeast facade has inset



Figure 21: *Hillman/Banner House (97-228-5)*
South Elevation

corner porches flanking a protruding brick bay with multi-light wood, casement windows with an eyebrow-shaped brick lintel. The eave line of the principal hip roof also has a small eyebrow arch at the bay, further accentuating this unique feature. Located near the west corner of the property is a one-story, frame and coursed wood-shingle garage with a gable roof. The northeast elevation of the garage has paired wood doors, each with six lights over three vertical wood panels.

Taylor House (97-324) (Figure 22), 2117 Alto Road, East Stone Gap, is a good example of a two-story brick Craftsman-style residence. Built in 1925 for G. B. Taylor by John Mullins, the house has a mix of three-over-one and four-over-one, Prairie-style, double-hung, wood-sash windows with smooth concrete sills and lintels. It has a hip roof with a wide frieze with modillion blocks and a wide overhang. The south facade has a full-length, one-story, gable-roofed porch with paired brick posts set atop a brick parapet porch wall with a smooth concrete cap. It has a round arch on the sides and an elliptical arch on the south elevation. The centrally-placed entrance has a wood door with a large, beveled-glass light, a one-light, fixed, wood transom above, and flanked by sidelights. There is a one-story, pyramidal-roofed, brick garage located north of the house. The property is surrounded by a wrought-iron fence built by the Cincinnati Iron Fence Company.

Nathan Bond House (97-213) is located on the north side of State Route 658, .1 mile west of the junction with State Route 661, near Crab Orchard in eastern Wise County. Completed in November, 1925, it was built for Nathan Sevier Bond, a Wise County supervisor. A one-and-one-half-story, brick, Craftsman-style dwelling set on a concrete foundation, it has a gable roof with open eaves and a bracketed rake line. There are gable-roofed dormers on the north and south elevations with triple, four-over-one, Prairie-style, wood-sash windows and open eaves with a bracketed rake line. The Craftsman-style detailing of the house is also seen in the smooth concrete window sills and lintels and the full-length porch on the south facade.

York House (97-215) is located on the south side of State Route 658, .6 miles east of the junction with VA Route 72, near Coeburn. Built ca. 1920, it is a one-and-one-half-story, gable-roofed Craftsman-style dwelling. Box-constructed with weatherboard siding and a gable roof, it has a mixture of three-over-one and four-over-one, Prairie-style, double-hung, wood-sash windows. It has a gable-roofed dormer on the east (main) facade, with triple, three-over-one, double-hung, wood-sash windows. The shed-roofed porch on the east facade has brick pedestals with a concrete cap and tapered, wood, box columns supporting a low-pitched shed roof. The house has three interior brick chimneys; one of them has a fireplace and the other two are stove flues.



Figure 22: *Taylor House (97-324)*
Southeast & Northeast Elevations

House (101-57-12), 125 Clinton Avenue, Big Stone Gap, is a textbook example of the Craftsman-style bungalows being built in southern California during the first two decades of the twentieth century. Built ca. 1920, it is a one-story, frame residence with a low-pitched gable roof with open eaves, a rake frieze, and a wide overhang. The house has mostly eight-over-one and six-over-one, double-hung, wood-sash windows with the lower, one-light sash much larger than the upper sash. The east corner porch has brick pedestals with tapered, wood, box columns supporting a low-pitched gable roof with open eaves.

J. L. Addington House (97-228-4), 708 Second Street, Coeburn, is a good example of a house type known as an American Foursquare. Built ca. 1910 and measuring thirty-four feet by forty-two feet, it is a one-and-one-half-story, frame and weatherboard (now covered with aluminum siding) dwelling with a steeply-pitched hip roof and three interior brick chimneys with corbeled caps. There are hip-roofed dormers on all four elevations with paired double-hung, wood-sash windows. There is a one-story, hip-roofed porch around three elevations of the house with square, brick pedestals supporting wood Tuscan columns.

Holly House (97-33), 414 Kilbourne Avenue, Appalachia, is a good example of a Colonial Revival-style residence. Built ca. 1920, it is a two-story, stretcher-bond brick dwelling with a hip roof with a slight flare at the eaves. The entrance on the east facade has an elliptical fanlight with tracery, sidelights, and a wood door with one-light over a flat panel. The hip-roofed, wraparound porch on the east and north elevations has paired Tuscan columns on brick pedestals and triple columns at the corners. The house retains its original nine-over-one, double-hung, wood-sash windows with smooth concrete sills and flat steel lintels with soldier-row brick above. A two-story garage at the south corner of the property is being rehabilitated by the present owner. The property is surrounded by the original wrought-iron fence, which still retains a manufacturing label from the Cincinnati Iron Fence Company.

Fraley House (97-303) (Figure 23), 6572 Rimrock Road, Norton, is situated on the west side of State Route 610, .1 mile south of the junction with US Route 23 Bypass, just west of the Norton city limits. An unusual house with an interesting history, it is a random-rubble-stone dwelling built in the Cottage style with Russian architectural influence. When first built by Fred and Ed Fraley in 1931-32, using stone quarried from the site, it was a one-and-one-half-story, three-bay, random-rubble-stone dwelling with a clipped gable roof intersecting a gable-roof. It was set on a one-story, random-rubble-stone foundation when it was moved to its present site from 1000 feet north in 1976 because it was in the path of the new US Route 23 Bypass. At the time of the move, the engineer who moved the building, Caleb Asher, estimated the weight of the building to be three-hundred tons. It retains



Figure 23: *Fraley House (97-303)*
South & East Elevations

all of its original features: large, multi-light, metal-sash, casement windows with cut-stone sills and lintels; concrete-tile, clipped gable roof; and exterior-end, random-rubble-stone chimney. The interior also retains many of its original features including the diagonal flushboard entrance door, oak and chestnut woodwork, and built-in bookcases, closets, and shelves in the bedrooms and hall of the second floor. The living room has a cathedral ceiling, a large, one-and-one-half-story, multi-light, metal-sash, casement window, and a random-rubble-stone fireplace with a cut-stone shelf and firebox lintel and a round-arched, inset area above the mantle infilled with smooth river stones with a heart-shaped stone in the center. Although this dwelling has been moved, it retains a high degree of architectural integrity and exists in nearly the same rural surroundings, and is also important for the high quality workmanship in its masonry walls and interior woodwork. Sensitively moved and preserved, this unusual building is a testament to the skills and workmanship of mid-twentieth-century craftsmen and engineers.

Sugar Hill (97-186) (Figure 24) is located 1 mile east of State Route 611 at the end of a dirt driveway. The junction of the driveway & State Route 611 is .1 mile east of the junction of State Routes 611 & 655. The associated VDHR Theme is Domestic and the site is potentially eligible for the National Register under Criterion D on the local level in the area of archaeology. The ruins of the house known as Sugar Hill is sited at the end of a long hill overlooking the Clinch River. The site, written records, and historic photographs combine to reveal much about the house that burned in June 1976. Probably built ca. 1795, it was a two-story, three-bay, gable-roofed dwelling measuring twenty feet by thirty feet. Covered with weatherboard siding with six-over-six, double-hung, wood-sash windows, the house was probably constructed of heavy timber frame with a false plate roof framing system and had exterior-end chimneys with free-standing stacks. The only remains of the house are the two brick chimneys and the stone foundation walls. The north chimney, laid in three-course American bond, has two angled fireplaces indicating two chambers on this end of a central hall. The south chimney, laid in Flemish bond, has one fireplace that is much larger than either of the fireplaces on the north chimney. There is also a fireplace on the second-floor level of each chimney. The remaining stone foundation suggests a full-basement under the house. Located three feet south of the south chimney is a solid stone foundation at ground level. It measuring sixteen feet by twenty feet with a large stone and brick rubble pile at the south end. This was probably the kitchen building and quarters as historic photographs show a one-and-one-half-story, gable-roofed building with a large chimney on the south end. The house ruins is an extremely important site to the history of Wise County. Francis Pierre De Tubeuf, the Frenchman who most likely built the house, mortgaged part of his land to the State of Virginia shortly before he met an untimely death. That land later became



Figure 24: *Sugar Hill (97-186)*
Chimneys, Looking East

part of the central area of Wise County. The ruins are also important because they are the only remains of what was probably the oldest house in Wise County before its destruction in 1976.

Multiple-Family Dwellings

For the most part, the multiple-family dwellings of Wise County were built by the coal companies, or as a response to the coal boom in the county. Along with the two-story, frame duplexes of the company towns, Wise County has several multiple-family dwellings that are unique in style and character.

Appalachian Towers (97-27) (Figure 25), 505 West Main Street, Appalachia, is one of only a few multi-story buildings in Wise County. Built ca. 1920 in the Neoclassical style, it is an eight-story, brick building set on a concrete foundation. The walls have a brick bond pattern the surveyor calls a Flemish variant, in this case, a four-course Flemish variant composed of four rows of stretcher bricks with the fifth row of alternating headers and stretcher bricks. This creates a unique visual effect and the header bricks add strength to the masonry wall. The windows have soldier-row brick above flat steel lintels and stack-bond bricks as side trim. The southeast facade has paired wood entrance doors, each with twelve lights over one large raised panel. The Towers is flanked by one-story, brick, flat-roofed wings that house small businesses below and provide a second-story, exterior, mezzanine level ideal for social gatherings. The mezzanine features brick parapet walls and fluted columns with small wood beams with short blocks that create a pergola-like effect. The Towers has a flat roof with parapet walls and a molded concrete Neoclassical-style cornice molding.

Commercial/Residential Building (97-28) (Figure 26), 315 West Main Street, Appalachia, is a mixed use structure that is unique for its adaptation to the hilly terrain of Appalachia. Situated at the north corner of West Main Street and Virginia Avenue, the curving brick walls of the three-story building have exterior access to the street from each of the three stories. The commercial entrance on the south corner and the one on the southeast facade are inset, with glass side walls and a one-light wood transom above, and are protected by a flat-roofed awning supported by metal brackets attached to the masonry facade. The interior of the first-floor commercial space has a new acoustic-tile ceiling, but parts of the original, pressed-metal ceilings are visible. The brick wall curving around and up Virginia Avenue has one-over-one, double-hung, wood-sash windows with smooth concrete sills and lintels. It has a stepped-parapet roof wall with a smooth concrete cap and a decorative diamond brick pattern above the projecting rowlock and soldier row at the

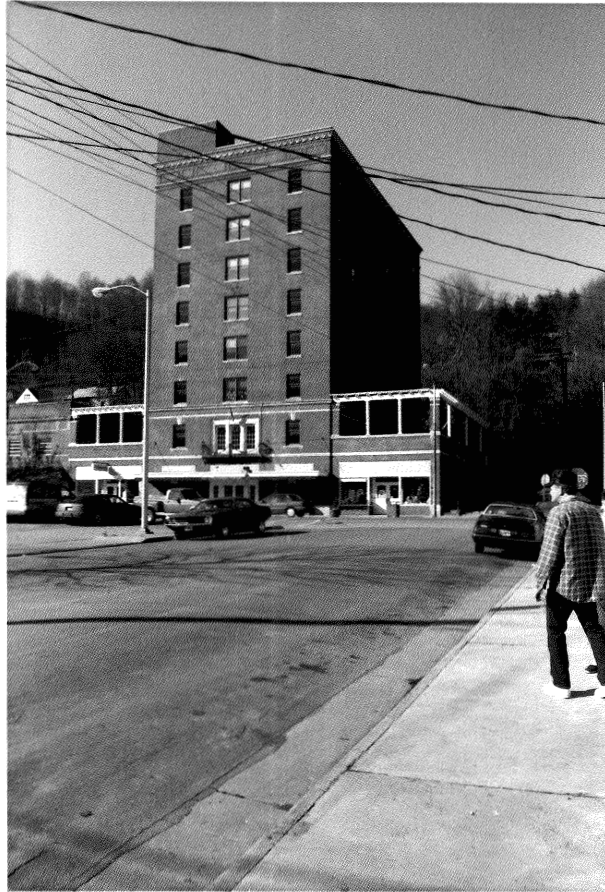


Figure 25: *Appalachian Towers (97-27)*
Southeast & Northeast Elevations



Figure 26: *Commercial/Residential Building (97-28)
Southwest & Southeast Elevations*

cornice line. Each of the residential entrances accessible from the street have six-light, wood-paneled doors.

House (101-57-13), 313 East Wyandotte Avenue, Big Stone Gap, is a two-story, frame and weatherboard structure set on a concrete foundation. It was probably built ca. 1900 as a multiple-family dwelling, or converted into one soon after its construction, because of the unusual size and location of additions that are almost identical to the original structure's features. The original core is a typical I-house with a gable roof and interior-end brick chimneys. The shed-roofed porch on the south facade supports two large frame and weatherboard, fully-pedimented, gable-roofed additions that almost overwhelm the small, turned-post porch below. The north elevation has a two-story, frame and weatherboard, gable-roofed addition with an interior brick chimney. All roofs are covered with a double-locked, standing-seam metal and have cornice returns.

Blue Sulphur Hotel (97-178-1) (Figure 27), commonly known as the St. Paul Hotel, is located at the southeast corner of Broad Street and Fourth Avenue in St. Paul in eastern Wise County. Built in 1906, it is a three-story, brick building set on a raised basement. The north and west elevations which face the street are laid in stretcher bond, and the south and east elevations are laid in five-course American bond, which adds strength to the wall. The street elevations have door and window surrounds (including the segmental arch above the windows) of protruding, smooth-faced concrete block, with smooth concrete window sills. The parapet walls on three sides have corbeled brickwork and are capped with a concrete cornice molding. Originally called The Blue Sulphur Hotel because a blue sulphur spring ran under what is now Fourth Street, it was an important element in the early development of St. Paul. A large and commodious structure when built, a copy of a letter written on hotel stationery after a stay by a guest in July, 1912, reveals the amenities offered the traveler by the hotel: steam heat, acetylene lights, shower/bath, rooms with or without bath, and a telephone in each room. Along with the above for \$2.00 or \$2.50, the guests were free to drink water from the blue sulphur well at the entrance. The St. Paul hotel has been converted into rental units, but it continues to remain a vital part of St. Paul's downtown commercial area.

The Apartments (146-56-19), 32 Sixth Street, NW, Norton, was built in 1939. Combining elements from three architectural styles, it is a two-and-one-half story, U-shaped, brick building with intersecting gable roofs. The U-shape creates a courtyard where Colonial Revival-style entrances are located for each of the three sections of the building. Each entrance has a one-story, one-bay, gable-roofed porch with paired Tuscan columns supporting a broken pediment and a round arch. The door frontispiece has plinth blocks and fluted pilasters with capitals



Figure 27: *Blue Sulphur Hotel (97-178-1)*
West Elevation

supporting a full entablature and topped by an elliptical fanlight with tracery. The Tudor Revival style is seen in the half-timbering and stucco in the gable ends around the building. The Craftsman style is evident in the three-over-one, double-hung, wood-sash windows throughout the building and the protruding, cut-stone-block corners of the ends of the U-shape which face Sixth Street. Enclosing the courtyard at the end of the U-shape is a brick retaining wall with a cut-stone-block cap and cut-stone-block posts, handrail, and balusters and concrete steps. Another feature influenced by the Craftsman style is the unusual brick bond pattern consisting of alternating courses of all-stretcher bricks and alternating header and stretcher bricks. This creates an elongated, cross pattern that closely resembles the Flemish bond pattern of alternating headers and stretchers in each course. The Apartments is significant because it is one of only a few multiple-family buildings in Wise County.

Log Houses

In addition to the two early log houses mentioned at the beginning of the Single-family Dwellings section, there were several other log dwellings erected in the county from 1880 to 1940. This is the time period of the greatest residential development of the county, when buildings of frame, brick, and stone became the dominant house type in the county. The log dwellings from this time survive in strong contrast to the new, modern residences that were being built at that time. They represent a tangible connection to the log dwellings associated with the early settlement of Wise County because the materials and methods for constructing these log dwellings changed little over time. The most notable difference was the employment of corner-notching systems that were substantially easier to fashion than the complicated dovetail and half-dovetail corner-notching systems of the pioneer cabins.

Richardson Log House (146-59), 904 Campbell Avenue, Norton, is a collection of three different log dwellings moved to Norton from three different locations in the region. All three dwellings appear to date from ca. 1860 and represent a common regional building type that predominated in the mountains of Southwest Virginia before the introduction of industry. The main house was moved from the agricultural region atop the Tennessee Valley Divide about five miles east of Wise to its present location in 1972. The two secondary log dwellings were moved from the region south of Wise County to their present location sometime in the mid 1980s. The main dwelling is the most significant because it represents a log building form quickly disappearing from the landscape, a double-pen structure connected by one roof. Each two-story pen is built of hand-hewn logs that are joined at the corners with half-dovetail notches. The pens are now connected by an enclosed frame section covered with square-cut, staggered-

course wood shingles. The two pens and the connecting section are covered with a gable roof of square-cut wood shakes. A random-rubble-stone chimney, similar to the type of chimney generally found on antebellum log structures, has been built on the west gable-end of the house. Secondary Dwelling # 2 (east of the main house) is a two-story log building with V-notch corners and a gable roof. It is presently being used as a garage. Secondary Dwelling # 1 (west of the main house) is a two-story log building with half-dovetail corners and a gable roof. It is presently vacant with no projected use by the present owners.

Bond/Lawson Log House (97-208) (Figure 28) is located on the west side of State Route 660, 1.4 miles south of the junction with State Route 658 at Bond Gap. Measuring sixteen feet by twenty feet and built in September, 1889 (inscribed on the interior trim over the entrance door on the east wall), it is two-story, log dwelling with half-dovetail corners, and a large, coursed-rubble, stone chimney on the south elevation. A unique feature of this log dwelling is the roof-framing system known as false plate construction. The logs at the top-plate level on the gable-ends protrude beyond the wall surface and support a hewn-square log, called a false plate, and the log rafters are cut on an angle and rest entirely upon the false plate. The house also has six-over-six, double-hung, wood-sash windows and a full-length porch set on stone piers on the east facade. It is covered with weatherboard siding, and a triangular cut in the siding on the west wall indicates that there was a wing on the west elevation of the building. An interview with the present owner revealed the frame wing (kitchen) was removed due to severe deterioration.

Haddon House (97-402), located on the north side of State Route 630, 1.2 miles east of the junction with US 23 in northern Wise County, is a two-story, log dwelling built ca. 1890 by Dr. Lawrence Haddon. The main core is an unusual size for a log dwelling, measuring seventeen feet six inches by thirty-nine feet. The large chimney on the northeast elevation has been removed, subsequent layers of siding have covered the log walls, and several additions now connect the house to the coursed, cut-stone-block dairy north of the house. The house is important for its connection to Dr. Lawrence Haddon, a local doctor who distributed health brochures he had printed on the printing press he operated out of the house. Dr. Haddon played a major role in establishing the Haddonfield Post Office in 1895, and he served as its postmaster until 1934.³⁵

Log House (97-332) is located on the west side of State Route 612, .2 miles north of the junction with State Route 610, about one mile east of Big Stone Gap in Powell Valley. Built ca. 1910 and measuring fifteen feet by twenty-five feet, it is a one-story



Figure 28: *Bond/Lawson Log House (97-208)*
West & South Elevations

log dwelling set on a coursed, cut-stone-block foundation. The logs have had the bark removed and are left in their natural form rather than hewn flat on the exposed sides, and are joined at the corners with saddle notches. A saddle notch is characterized by a round depression cut into either one or both of the logs being joined and is therefore specifically suited to the use of round logs. This log dwelling has unique features that distinguish it from all other log dwellings in Wise County; large, two-over-two double-hung, wood-sash windows flanking the central board-and-batten door on the east facade, the lack of windows elsewhere in the cabin, and the large central brick chimney.

Melvin Robinette House (97-245), 137 Central Street, Coeburn, is located in the Maytown section of Coeburn. Built ca. 1925 and measuring twenty-four feet by thirty-two feet, it is a one-and-one-half-story log dwelling with saddle-notched corners and a low-pitched gable roof supported by log rafters. The log walls are painted black with the concrete chinking between the logs painted white. The house has an exterior brick chimney on the west elevation, a full-length porch on the south facade, and a small one-story bathroom addition on the east elevation.

Emory Stallard House (97-201) is located on the north side of State Route 658, .5 miles west of the junction with State Route 657, in eastern Wise County. Built ca. 1930 by Emory Stallard, it is a one-and-one-half-story, gable-roofed, log dwelling set on stone piers infilled with cinder block. The logs, which are joined at the corners with saddle notches, are painted a forest green color and the concrete chinking between the logs is painted white. The house also features six-over-six, double-hung, wood-sash windows and a full-length wood porch on the south facade. A one-story, shed-roofed, random-rubble stone dairy is situated at the northeast corner of the house.

Log House (97-327) is located on the east side of State Route 610, near the east end of Powell Valley. Built ca. 1930 and measuring fifteen feet by thirty feet, it is a one-story, gable-roofed, log dwelling with half-dovetail corners set on a random-rubble stone foundation. It has three-over-one, double-hung, wood-sash windows and a full-length porch on the east facade. There is a log wing, measuring twelve feet by fifteen feet on the south end of the west elevation which was probably built soon after the original structure. Under the west wing is a root cellar (including entrance steps and retaining wall) constructed of random-rubble stone.

Howard Hall House (97-205) is located on the east side of State Route 659, .1 mile north of the junction with State Route 659, near Dry Fork in eastern Wise County. Built in 1937, it is a one-story, gable-roofed log dwelling with half-dovetail corners set on stone piers. It is significant because it represents the continued use of the more complicated, half-dovetail corner

notching system. Other features often found on log dwellings over fifty years old are the exterior-end, brick chimney with a free-standing stack, and the two-over-two, double-hung, wood-sash windows. The house is associated with the Hall family that settled in the Dry Fork region in the mid-1800s and several other buildings associated with the family survive in the region.

Garfield Robinette House (97-328) is located on the east side of State Route 610, near the east end of Powell Valley. Built in 1942 by Garfield Robinette, and measuring twenty-four feet by thirty-four feet, it is a one-story, gable-roofed, log dwelling with saddle-notched corners. The logs are painted black and the concrete chinking is painted white, a feature typical of the saddle-notched log cabins of the twentieth century.

"Boxed Houses"

The timber boom, which coincided with the early years of the coal boom in the county, spawned a new construction technique known as "boxing" a house. This technique replaced the framing members associated with balloon-frame and platform-frame building systems with an envelope of sawn, one-inch-thick planks nailed vertically to a large sill and a small top plate. Either vertical strips, called battens, were nailed over the cracks that developed between the vertical planks as they dried, or weatherboard siding was placed over the upright planks. This system was a response to the housing boom created by the coal industry, and allowed a house to be erected virtually overnight. Although generally accepted as an inferior house type, the "boxed" house is missing only one important structural member: diagonal bracing of the house. Since several examples survive from the turn-of-the-century, the "boxed" house appears to offer a reasonable degree of structural stability.

Hamm House (97-18) (Figures 29 & 30), located atop a small knoll on the north side of State Route 657 at its junction with State Route 658 near the village of Carfax, is probably the oldest and most elaborate of Wise County's "boxed" houses. Built ca. 1890, it is a one-story, central-hall, hip-roofed residence set on stone piers infilled with cinder block. It has paired, two-over-two, double-hung, wood-sash windows, weatherboard siding, a boxed cornice, and a wraparound porch with turned posts and balusters and sawn brackets. There are front-facing gables with a rake frieze and a rectangular wood louver. A box-constructed wing has been added to the northwest elevation. Outlining two sides of the property along State Routes 657 & 658 is a cut-stone-block retaining wall built by the Works Progress Administration during the 1930s. A family cemetery is located on a hill north of the house.



Figure 29: *Hamm House (97-18)*
Southwest & Souteast Elevations



Figure 30: *Hamm House (97-18)*
Northwest Corner

Hamilton House (97-250), situated at the northwest corner of Hanover Road and Rockbridge Road in the community of Riverview just west of the Coeburn town limits, is probably the oldest surviving house in this area. Dating from the same time period as the Hamm Place, ca. 1895, the Hamilton House is a rectangular-shaped, one-story, gable-roofed dwelling with weatherboard siding and two-over-two, double-hung, wood-sash windows. Although not a duplex, the north elevation of this dwelling features exterior entrances to each of the two rooms that shared a central chimney. Paint outlines on the original structure and crop marks on the ground indicate the location and relative scale of a kitchen wing that was added and then later removed.

House (97-238), located on the south side of State Route 652, .4 miles east of its junction with VA Route 72, is the last remaining coal company house at Toms Creek. Built ca. 1900 by Virginia Iron, Coal and Coke Company (VICC), this dwelling survives as a quintessential example of box construction. A one-story, T-shaped, gable-roofed, box-constructed house with no exterior decoration, it is built atop ground-set wood posts, with the random-width vertical siding serving as both wall structure and exterior siding and vertical battens covering the cracks between the vertical siding boards. It has six-over-six, double-hung, wood-sash windows and a full-length, shed-roofed porch along the north (front) elevation.

House (97-384), located in the community of Needmore about three miles north of Norton, is an one-story, L-shaped, "boxed" house built ca. 1910. The random-width vertical siding has been covered with a synthetic material known as "stone-tec". It is set on stone piers, has two interior-end brick chimneys, and has a full-length porch along the east (front) elevation. Located west of the house are three box-constructed outbuildings with random-width vertical siding and no battens: a one-story, gable-roofed shed probably used for food storage; a shed-roofed privy; and a one-story garage.

D. B. McCarthy House (97-282) is located on the north side of State Route 634, .2 miles east of the junction with State Route 635, in northern Wise County. Built ca. 1910 and measuring twenty-six feet by thirty feet, it is a one-story, hip-roofed, "boxed" house built on ground-set wood posts. It has shiplapped, round-edged wood siding, two-over-two, double-hung, wood-sash windows, and wraparound porch with turned posts. East of the house is a one-story, hip-roofed, box-constructed quarters atop a cut-stone-block dairy built into the steep hill sloping upward north of the house and dairy.

House (97-360), 305 Park Avenue, Appalachia, was built ca. 1915. It is a one-story, hip-roofed, "boxed" house with weatherboard siding, eave frieze, one-over-one, double-hung, wood-sash windows, and a central brick chimney. There is a one-story, one-

bay porch on the south facade and a one-story, one-bay, shed-roofed addition along the east elevation of the house. Along the west property line is a cinder block coal house that is divided into two separate compartments, one for each of the two houses that shared the coal house. The next house north of 97-360 is identical in form, material, and construction, but faces west.

Emory Hill House (97-388) is located on the north side of State Route 623, .1 mile west of the junction with State Route 620, about four miles north of Norton. Built by Emory Hill in 1934, it shows the continued usage of box-construction well into the twentieth century. It is a one-story, rectangular-shaped, gable-roofed dwelling with weatherboard siding and one-over-one double-hung, wood-sash windows. The house is engulfed on three sides by a wraparound porch that has tapered wood box columns and a hip roof with open eaves. The house also has lightning rods on the roof with blue-colored glass balls and white porcelain conductors. The assemblage of outbuildings associated with this property include a one-story, gable-roofed, cut-stone-block dairy; a one-story, gable-roofed, box-constructed smokehouse with weatherboard siding; a box-constructed, shed-roofed privy; a one-story, shed-roofed, box-constructed shed; and a two-story, gable-roofed, log barn with a half-dovetail corner notching system. This barn probably predates the house, but no evidence exists of an earlier dwelling on this property.

Metal Houses

Pelligrini Lustron House (146-57) (Figure 31), 203 Henry Avenue, Norton, is in almost original condition. It is a one-story, gable-roofed, prefabricated dwelling with a structural steel frame and metal casement windows. Blue-colored, enameled steel panels cover the exterior wall surface. The roof and the interior wall and ceiling surfaces are also covered with enameled steel panels. It was constructed by the Lustron Corporation in the late 1940s as a response to the housing shortage created by the servicemen returning from World War II. Less than 3,000 prefabricated steel houses were built by the Lustron Corporation before the business closed in 1950.³⁶ Wise County has four of these dwellings, but the Pelligrini House is the best preserved and least altered.

³⁶Tom Wolfe and Leonard Garfield, "A New Standard for Living: the Lustron House, 1946-1950", in Perspectives in Vernacular Architecture, III, Thomas Carter and Bernard L. Herman, editors (Columbia, Mo: University of Missouri Press, 1989), 51.



Figure 31: *Pelligrini Lustron House (146-57)*
East Elevation

Lustron House (146-58), 205 Henry Avenue, Norton, is another prefabricated Lustron house, but some of the original metal casement windows have been replaced and it has a frame and plywood addition on the north elevation. It is identical to the Pelligrini Lustron House (146-57), except that it has yellow-colored wall panels. Lustron only manufactured their houses in four colors: blue, yellow, gray, and tan.³⁷

Lustron House (146-56-8), 219 Highland Avenue, Norton, is located only .1 miles east of the two Lustron houses on Henry Avenue. It appears to have been relatively unaltered, but there is a one-and-one-half-story, gable-roofed addition attached to the north elevation. It is within the boundaries of the proposed Norton Historic District, in a neighborhood of larger Colonial Revival-style brick and frame dwellings on Highland Avenue.

Vernon Lustron House (101-57-17), 208 Cherokee Avenue, Big Stone Gap, remains in almost unaltered condition. It has yellow-colored, enameled steel wall panels with a feature not seen on the other Lustrons, a cream-colored, slightly-projecting bay window with a metal casement window flanking a fixed-glass picture window. This feature appears to be original to the design and construction of the house. All four of the Wise County Lustron houses are important because they are a rare and unique house type that was marketed nationally.

³⁷Ibid., 56.

THEME: SUBSISTENCE/AGRICULTURE

RESOURCE TYPE: Farms, Barns, Outbuildings and Dependencies.

From the late 1700s through the mid-to-late 1800s, Wise County was a sparsely populated region, known as rugged pioneer country. The main form of daily occupation was the sustainment of the pioneer homestead through subsistence agriculture. Very little actual cash money was needed, so most of the daily activity centered around the cultivation of basic food crops, the gathering of nuts and wild berries, and the hunting of wild game for meat. Of course, the days were also filled with the many chores necessary for the sustainment of the family, and the buildings that housed these activities offer a rare glimpse at an agrarian lifestyle that has all but disappeared.

In 1860, four years after the formation of the county, the county population was 4,508 residents, living on mostly scattered farms, with a total of 7,900 tillable acres. By 1880, the population had grown to 7,772 persons, with small-scale family farms still dominating the county's landscape.³⁸ Each mountain farmstead was basically independent and diversified, depending upon the land and the family manpower to provide the food, clothing, and shelter needed to sustain their lifestyle. This regional farm diversification is the primary reason that by 1880, the Appalachian Mountains contained a greater concentration of noncommercial family farms than any other area of the nation.³⁹ And by 1890, the county population had grown to 9,345 residents,⁴⁰ reflecting the last decade of gradual growth centered around the mountain family farm as the primary economic unit. By 1891, the railroads had crossed the county from east to west, meeting in Norton. The railroads arrived to transport the coal and iron ore that had been recently unearthed, and as a result the county would forever lose its agrarian lifestyle. By 1900, the county population more than doubled to 19,653 people⁴¹, mostly residents of the timber and railroad camps and coal mining towns that were built over the last decade of the nineteenth century. After the turn of the century, coal production increased rapidly with the opening of new and larger mines and the consolidation of the rail and coal companies, thereby

³⁸Shifflett, Coal Towns, 18-19.

³⁹Eller, Miners, Millhands, and Mountaineers, 16.

⁴⁰U.S. Census, 1890.

⁴¹U.S. Census, 1900.

creating a monopolistic control over all aspects of the mining and transportation of coal in the county.

Powell Valley, measuring approximately two miles wide by five miles long, is the most fertile farming region in Wise County. Its rolling hills provide fertile fields for the cultivation of crops and green pastures for the grazing of livestock. Referring to the area now known as Powell Valley, an 1881 engineer's report states: "That section of the county on Powell's River below Big Stone Gap, mostly limestone, is well adapted to any description of farming, ...; but the greater part is composed of sandstone ridges and plateaus, which seem to sustain sheep better than cattle;... Notwithstanding this fact, these lands produce corn well, appearing to be very fertile. Sweet and Irish potatoes do well."⁴² This same engineer goes on to report that Wise County annually sells about 2,000 head of cattle and 3,300 head of sheep, which supports his suggestion that the soil of Powell Valley is better suited for sheep rather than cattle grazing.

Mostly due to the fertile grazing and corn-growing capacity of the soil, Powell Valley became the dairy-farming center of the county in the first half of the twentieth century. Large tracts of land, devoted to open pasture for grazing the dairy herds, were interspersed with fields of corn which were ground into silage to feed the cows. Once the home of dozens of dairy farms, there are now only two operating dairy farms in Powell Valley. The remnants of others, easily recognizable by the concrete grain silos, dot the surrounding hillsides among the many new dwellings that have been built on this prime farmland.

Farms

Glovier Farm (97-181) (Figure 32) is situated on the north side of State Route 676, 1.7 miles up Hardy Hollow from US 58 A, near St. Paul. The house and farm buildings were built in 1911 by John W. Glovier, who was a carpenter and railroad worker who farmed the hilly, fifteen-acre farm with horses. The house is one-story, frame and weatherboard, with a gable roof and set on a raised basement. It has a large chimney on the east gable end built of random-rubble stone with a stucco wash applied over the stone. The barn located about 125 feet west of the house is a log barn built of chestnut logs joined with a half-dovetail corner notch. There is a frame corncrib with a gable roof. Scattered around the site are several other frame with random-width vertical siding dependencies: meathouse, chicken house, coal/firewood storage building, well house, and a privy.

⁴²Boyd, Resources of Southwest Virginia, 244.



Figure 32: *Glovier Farm (97-181)*
Looking West

Ida B. Williams Farm (97-182) is located on the east side of State Route 676, just .3 miles south of the Glovier Farm. The house is a one-and-one-half-story, frame and weatherboard dwelling built of two different sections. The older south part is a one-story, boxed house with random-width vertical siding with battens and a gable roof. The west section is frame clad with random-width vertical siding with a gable roof and a frame and weatherboard, gable-roofed dormer on the south elevation. Of the farm buildings once associated with this nineteen-acre site only two deteriorating pole barns remain. The house is used as storage by the present owners, descendants of the original operator, Mrs. Ida Williams.

Hall Farmstead (97-206) is located on the south side of State Route 658, .1 miles west of the junction with State Route 659, near Dry Fork in eastern Wise County. The house was built ca. 1910, and the farm buildings and the two commercial buildings associated with the property were built over the next twenty years. The house is a one-and-one-half-story, boxed house set over a raised basement. The house is only about twenty feet from the side of State Route 658, which was the original transportation corridor to Coeburn from this region of the county. Situated south of the house is a gable-roofed, frame with random-width vertical siding barn set on hewn log sills set on a random-rubble stone wall. A frame dairy and a frame chicken house, both with gable roofs, are situated east of the house. West of the house and across the highway are two commercial buildings: a one-story, shed-roofed, frame and weatherboard store which sold general merchandise; and a one-story, gable-roofed, frame and weatherboard gas station with a shed-roofed, frame and weatherboard wing attached to the west elevation. A family cemetery where Hall descendants are buried is located on a hill across the road and west of the store buildings.

Greear Farmstead (97-209) is located at the end of State Route 660, 2.7 miles south of the junction with State Route 658, in the same region of the county as the Hall Farmstead. The dwellings on the property were built ca. 1925, and the farm buildings were erected over the twenty years that followed. The main dwelling is one-story, frame and weatherboard, with a gable roof and full-length porches on each gable end. A store building (now being rehabilitated into a dwelling) is located southeast of the main dwelling. It is one-story, frame and weatherboard building with a shed roof. A full-length, shed-roofed porch is on the north elevation. On the property are several frame ancillary structures: three barns, two storage sheds, a corncrib, a chicken house, and a privy. This site is important not so much for the types of farm buildings or their age, but because they have been retained in their original arrangement in rows west and southwest of the main dwelling and the store.

Stallard Smith Farm (97-260) (Figure 33) is located on the west side of State Route 646, .2 miles south of the junction with State Route 644, about four miles east of the town of Wise atop the Tennessee Valley Divide. This farm also retains all of its original farm buildings in their original arrangement in a long row southwest of the house. Built ca. 1920 by Stallard Smith, the house is a one-story, frame and weatherboard, hip-roofed dwelling set on a cut-stone-block foundation. There is a large, fifteen foot by forty-eight foot frame and weatherboard, gable-roofed addition attached to the northwest elevation. The farm features numerous one-story buildings associated with both the dwelling and the farm-related activities. They are: a gable-roofed, brick well house; a frame and weatherboard, secondary dwelling; a frame with random-width vertical siding, shed-roofed workshop, three frame with random-width vertical siding shed-roofed buildings for coal and other miscellaneous storage, a cinder block garage; a frame and weatherboard, shed-roofed coal house; and a large two-story, frame with random-width vertical siding, hip-roofed barn. The barn has a drive-through aisle near the northeast end of the barn. It also has a frame corncrib under the principal hip roof at the northeast end of the barn. This farm is important for its collection of twentieth-century farm buildings in their original configuration. It is also important for its relationship to the Wycliffe Nash House (97-258) located just .2 miles west. Stallard Smith married Susan L. Nash, the youngest of Wycliffe Nash's fourteen children.

Earl Jessee House (97-267) is located on the north side of State Route 643, .2 miles east of the junction with State Route 640, near the Hurricane community east of Wise. Built in 1938 by Earl Jessee and his wife, Thelma, the house is a one-story, frame and weatherboard, gable-roofed dwelling set on a cut-stone-block foundation. Located near the northwest corner of the house are a one-story, frame with random-width vertical siding, shed-roofed storage building, and a one-story, gable-roofed dairy built of coursed, cut-stone blocks. Located south across the road from the house are several important farm buildings which were probably on the property when it was purchased by the Jessees. There is a one-story, sixteen foot by eighteen foot, half-dovetail log barn with a gable roof and a shed-roofed equipment shed attached to the east elevation. Just north of the barn is a one-story, frame corncrib with a gable roof and a shed-roofed equipment shed attached to the east elevation.

Miller Dairy Farm (97-271) is located on the north side of State Route 680, .1 miles west of the junction with State Route 644, in central Wise County. The house is a two-story, frame and weatherboard dwelling with an unusual roof, clipped gable atop a hip roof covered with pressed-metal shingles. Above the hip area and below the clipped gable is the gable-end wall of the house which has pressed-metal-shingle walls and a round wood louver. Located directly west of the house is a long, frame building



Figure 33: *Stallard Smith Farm (97-260)*
Looking West

apparently built in sections in response to the changing needs of the farm. Located south across the road from the house is a tall, concrete silo with a dome roof covered with ribbed-metal panels. The frame storage barn and the cinder block dairy barn located east of the silo have been converted into machine shops for the trucking business of the present owners of the farm.

Clinch Haven Farms (97-339) (Figure 34) is located on both sides of State Route 612 at the east end of Powell Valley near the Cracker Neck section of western Wise County. Started in 1932, the farm buildings were constructed over a thirty year period. The main barn is the oldest and most significant farm structure on the property. It is three stories, is set on a coursed, cut-stone-block foundation, and is of frame construction with random-width vertical siding and a gambrel roof covered with V-crimp, metal panels. The first floor has stalls used for milking the cows and the other two floors are used for hay storage. The first floor is now storage facilities, as government regulations governing sanitary conditions at dairy farms resulted in the construction of a glazed-tile-block, fully-automated milking parlor. An interview with the present owner reveals that this area used to have over a dozen dairy farms. Now there are only two still in operation and this is one of them.

Travis Baker Farm (97-298) is located on the south side of State Route 633, at the junction with State Route 697, about 2 miles southeast of Pound in northeastern Wise County. The main dwelling is a one-and-one-half-story, gable-roofed house built of cut-stone blocks. There are full-length, shed-roofed porches on the north and south elevations. The north facade has a frame with German siding, gable-roofed dormer with paired, three-over-one, double-hung, wood-sash windows. Located directly south of the house is a secondary dwelling that is a one-story box-house with asbestos shingle siding and intersecting gable roofs. Located west of the houses are two farm buildings: a half-dovetail log crib that is part of a frame with random-width vertical siding barn; and a one-and-one-half-story half-dovetail log barn. The log barn is unusual because it is composed of an eight foot by seventeen foot log core with frame and diagonal sided wings attached to the east and west elevations. The property also contains two, one-story, frame with diagonal siding, gable-roofed, store buildings along the south property line at the junction of the two roads. Set on random-rubble-stone foundations on the slope of a steep hill, these vacant store buildings are part of a group of domestic, farm, and commercial buildings used by the Travis Baker family.

Qualls Farm (97-400) is located on both sides of State Route 679, 1 mile south of the junction with State Route 671, about 3 miles east of Pound in the Gladly Fork community. The main dwelling is a one-and-one-half-story, frame and weatherboard, gable-roofed structure set on stone piers infilled with cinder block. There



Figure 34: *Clinch Haven Farm (97-339)*
Looking Southeast

is a two-story, frame with random-width vertical siding storage building located northeast of the house. Located about fifteen feet southeast of the main dwelling is a dairy with several unusual characteristics. It is one story, built of logs joined at the corners with a half-dovetail joint, and set over a raised basement of cut-stone blocks. The gable roof is supported by a false plate which in turn is supported by the top plate logs which extend beyond the wall surface. Family tradition holds that the dairy was on the site when James Patton Qualls purchased the property in 1890. Located southwest across the road from the house and dairy is a one-and-one-half-story, log barn composed of two separate log pens under one gable roof. The south pen is joined with half-dovetail corners, while the north pen has V-notched corners. Attached to the northwest elevation of the barn is a one-story, half-dovetail log corncrib with the gable roof supported by false-plate construction. The farm is important for its collection of domestic and agricultural log buildings.

Sunnydale Farm (97-403) is located on the north side of State Route 631, .1 miles east of the junction with State Route 666, in northeastern Wise County. Built ca. 1910, the house is a one-and-one-half-story, frame with German siding, gable-roofed structure set on a random-rubble stone foundation. It has full-length, shed-roofed porches on the north and south elevations. The south facade also has two dormers built of frame and German siding, with paired three-over-one, double-hung, wood-sash windows, and an open eave gable roof. Located north of the house is a frame and weatherboard barn with an enclosed, shed-roofed room on the west elevation and a shed-roofed equipment storage area built on the east elevation. Directly north of the barn is a one-story, boxed chicken house with random-width vertical siding and a shed roof. The farm is important for its association with Chant Kelly, who was one of the early promoters of the town of Pound and who spent part of his childhood at Sunnydale Farm.

Slemp Farm (97-334) (Figure 35) is located on the south side of State Route 610, .7 miles east of the junction with US Route 58 Bypass at the west end of Powell Valley near Big Stone Gap. Built ca. 1890, the house is a two-story, frame and weatherboard residence with a hip roof with cross gables on three elevations. This large, irregular-shaped house has a hip-roofed porch that wraps around three sides of the house. The porch has turned posts and balusters and sawn brackets. The gables have a wide rake frieze, weatherboard siding, diamond-pattern, fixed wood sash windows and a pierced and sawn rake board decoration in the form of a semi-circular sunburst. There are several farm buildings and silos on the property, and the most significant building is a barn located east of the house across Butcher Creek. It is a one-and-one-half-story frame structure with random-width vertical siding, a gable roof, and is set on concrete piers. Inside of the frame section are two, separate,



Figure 35: *Slemp Farm (97-334)*
Looking North

half-dovetail log pens measuring sixteen feet by twenty feet and set on stone piers. Atop the pens is a heavy-timber-framing system which supports the loft and roof framing. The farm is important for its association with the Slemp family whose members played an important role in the early development of Big Stone Gap.

McClanahan Farm (97-315) is located on the west side of State Route 610, .1 miles south of the junction with US Route 58 Bypass, across the road from Powell Valley High School. Built in the Craftsman style in 1926 by Jackson Randolph McClanahan, the main house is a one-and-one-half-story, gable-roofed, brick residence set on a concrete foundation. There are gables and cross gables facing in each direction, and each has frame walls covered with coursed, square-cut, wood shingles, paired, three-over-one, double-hung, wood-sash windows, and a gable roof with knee-brackets supporting the overhang. Located southwest of the main house is a one-story, frame and weatherboard, gable-roofed, secondary dwelling set on brick piers. It was built in 1925 as a temporary residence while the main house was being built. Near the south corner of the secondary dwelling is a frame with random-width vertical siding meathouse built atop a brick and stone dairy built into the side of the hill. South from the dairy are several frame with random-width vertical siding barns that served a variety of uses on the farm. East of these barns is a new, metal commercial building that houses the landscaping business of the present owners, a son of the builder.

Barns

Scattered throughout the county are many agricultural buildings that once were part of operating farms. These buildings, mostly barns, are no longer associated with a farm or residence, but still offer insight into the agrarian lifestyle that dominated the Wise County landscape until the last quarter of the nineteenth century. Even though these isolated barns are no longer directly related to their original farms, many are still used for the feeding and sheltering of livestock and the storage of grains and farm equipment. As well, they are the best representative examples of the types of barns that are quickly disappearing from the landscape.

Odell Lane Barn (97-283) (Figure 36) is situated on a thirty-seven-acre site on the south side of State Route 635 at the junction with State Route 786 to the north. Built ca. 1900 and set on a random-rubble stone foundation, it is a two-story, gable-roofed, barn with one-story, shed-roofed wings attached to each side. The main core of the barn is composed of two fourteen-foot-square, half-dovetail, log pens with a twelve-foot wide enclosed aisle. Built atop the pens is a one-story, gable-roofed, frame with random-width vertical siding section. The

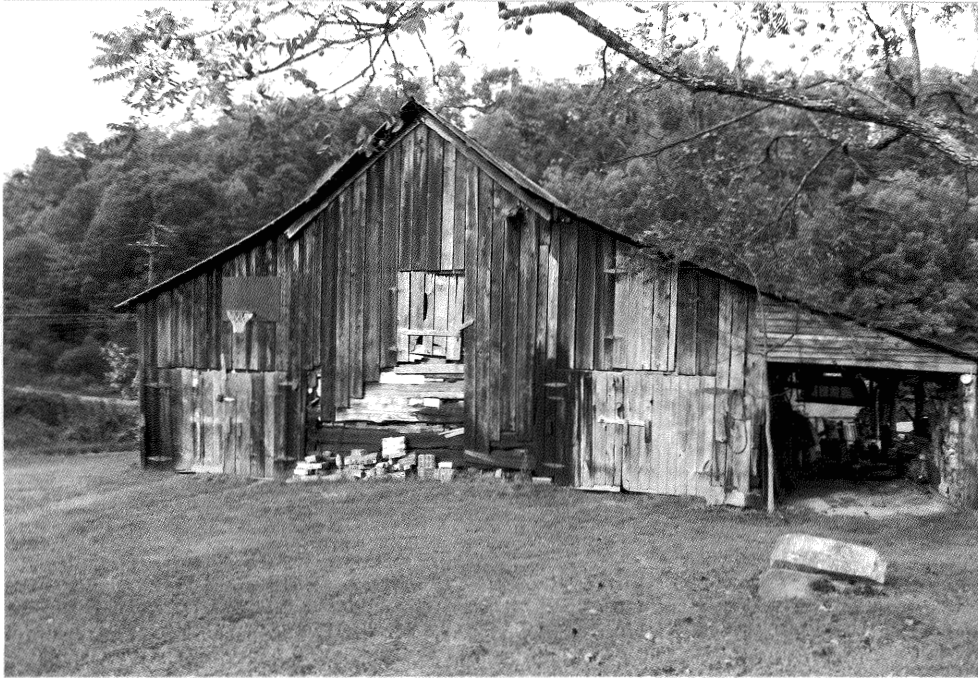


Figure 36: *Odell Lane Barn (97-283)*
South Elevation



Figure 37: *John Stallard Barn # 2 (97-293)*
South & East Elevations

different Stallard descendant. Several other relatives and descendants own farms and dwellings in the region, including the Travis Baker Farm (97-298) listed above. This log barn, and the others listed above are important individual reminders of early-twentieth-century farm life in Wise County. And they are important as a group of regional barns erected by different builders yet reflecting the same construction techniques and practices.

Barns (97-316) are located on the west side of State Route 683, .1 mile south of the junction with State Route 610, east of Big Stone Gap. This group of frame with random-width vertical siding farm buildings include a one-story, gable-roofed barn with one-story, shed-roofed wings; a one-story, gable-roofed corn crib; a one-story, gable-roofed garage; a one-story, shed-roofed equipment shed; and a one-story, shed-roofed storage shed. Set atop a small rise, and nestled against an embankment for the exit ramp for US Route 58, these early-twentieth-century farm buildings are important not individually but as a collection of farm buildings.

Outbuildings and Dependencies

The variety of materials, construction techniques, and shapes of the ancillary buildings associated with the domestic structures of Wise County are a direct result of the intended usage of the building. With little variation, the dairies, called springhouses in other regions of Virginia, are almost always a one-story, gable-roofed, cut-stone-block building at, near, or over a free-flowing stream. These buildings were erected solely to provide safe and cool storage for dairy products. Almost all of the surviving dairies are associated with a dwelling, but a few survive alone as a testament to an agrarian way of life.

Brick Outbuildings (97-331) are located on either side of State Route 604, .2 miles west of the junction with State Route 612, in the west end of Powell Valley near Big Stone Gap. The brick dairy on the south side of the road is one-story, measures six feet nine inches by nine feet and has a gable roof. The west elevation has a gable-roofed extension set on a stone and brick foundation and enclosed with wire. The brick outbuilding on the north side of the road is one-story, gable-roofed, and measures twelve feet by fourteen feet. Probably used as a storage building, it features window openings on one side and one gable end, and a door on the other gable end. Since no residential dwellings appear to be associated with these outbuildings, it is difficult to place a date on them, but they were probably built in the first quarter of the twentieth century.

The corncribs are almost always frame buildings, with two layers of vermin-proof wire attached to the walls. These buildings were

an important part of the domestic landscape because they sheltered the corn which fed the livestock. Both the hogs, which provided ham and bacon for the family, and the working livestock of the farm were fed the corn and other grains stored in the cribs. The only cribs that survive are associated with farms scattered throughout the county.

The log corncrib on the **Travis Baker Farm (97-298)** (Figure 38) in northern Wise County is unique because it is built of half-dovetail logs. It forms the center of a larger farm storage building with a frame and random-width vertical board section on the east elevation and an open, ground-set-post section on the west elevation and all under one gable roof.



Figure 38: *Log crib*
Travis Baker Farm (97-298)
South Elevation

THEME: GOVERNMENT/LAW/POLITICS

RESOURCE TYPE: Courthouse, Town Hall, Post Offices.

From the late 1700s through the mid-1800s, the area which later became Wise County was a sparsely populated region of steep hills and narrow valleys. This initial period of growth was initiated by numerous land surveys and transactions involving large tracts, which were then divided into smaller tracts and sold to pioneer settlers. By 1850, the growing number of scattered inhabitants and communities, separated from the more accessible settlements by the rugged terrain, had created a need for governmental and judicial administration of the people and region. The geographic isolation of the area gave rise to the notion of these people as "backwoods settlers," thus when the idea for a new county arose in 1853, the residents of Lee, Scott, and Russell counties were perfectly willing to sacrifice the territory.⁴³

The first idea to form and name a new county emerged during a big sale on November 21, 1853 of state-owned lands in the east and central regions of present-day Wise County. Isaac B. Dunn, of Richmond, had been appointed by the state to supervise the sale of those lands, and his name was suggested as the first name for the possible new county. A petition to form a new county was circulated during the sale, and it garnered 121 signatures of citizens living in the territory who requested that the State Legislature form the new county, and name it Dunn. Later the name Roane was officially recognized as the county name before it was amended to Wise, after then governor of Virginia, Henry Alexander Wise. The February 16, 1856, act forming the new county of Wise provided that the county seat should be on lands of Daniel Ramey at the Big Glades, and that the name of the county seat should be Gladeville, present-day Wise.⁴⁴

The same act appointed ten county residents as commissioners charged with selecting the site on Ramey's land for the county courthouse. The commissioners were also required to divide the county into five magisterial districts: Richmond, Gladeville, Roberson, Walker, and Lipps; Walker District was later absorbed by Dickenson County when it was formed in 1880. Named after the first clerk of the county, Morgan T. Lipps, two presiding justices of the county court, William Richmond and William

⁴³Addington, The Story of Wise County, 60.

⁴⁴Ibid., 61-66.

Roberson, and the county seat, Gladeville, these four magisterial districts have remained the same.⁴⁵

Beginning with the petition to form a new county that was circulated during the big sale of November, 1853, and continuing through the February, 1856, official formation of the county, intense interest in political activity was displayed by large numbers of the county residents. Three months later, in May, 1856, the first general election for Wise County was held in which the citizens elected a county clerk, a commonwealth attorney, two commissioners of the revenue, a surveyor, and an overseer of the poor in each of the five magisterial districts. The citizens also elected twenty justices of the peace, four from each magisterial district.⁴⁶

Order Book One, page 3, for Wise County contains an order for a courthouse to be built of hewn logs--thirty feet square, two stories high. In 1864, this courthouse was burned by Federal troops, and even though court was temporarily held in a nearby hotel, a new county jail was built of logs. In 1869, the home of Charles W. Kilgore was purchased for use as a courthouse. In 1876, the second Wise County Courthouse was built: a two-story, brick building with chimneys on each end and a one-story rear projection housing the courtroom. In 1886, a cut-stone-block jail replaced the log one, and the stone jail was replaced in the late 1900s by a brick jail. In 1896, the present Renaissance Revival-style courthouse was built, and in 1920, the Western Annex, also in the Renaissance Revival style, was added. In the late 1970s a records storage annex was added to the south elevation of the courthouse.⁴⁷

But things were not as smooth as the above information indicates. There were a number of efforts to move the county seat from Gladeville, first to Tacoma which was located on a rail line which Gladeville was not. The most vociferous efforts to move the county seat were those of the Norton Land and Improvement Company, the railroad companies, and the citizens of Norton. Those efforts were unsuccessful, but it was not until 1911 with the passage of a large highway bond issue (which assured easier access to Wise) that efforts to move the courthouse were abandoned.⁴⁸ The above information, along with other historical

⁴⁵Ibid., 66-70.

⁴⁶Ibid., 70-71.

⁴⁷Notes included with National Register Nomination for Wise County Courthouse.

⁴⁸Ibid.

records, indicate a strong desire by the citizens to administer and govern themselves. They have continued this tradition and the prosperity brought to the region in the late 1800s by the coal and railroad operators is seen in the public buildings erected during this time.

Wise County Courthouse (329-1), Main Street, Wise, is listed in the National Register and the Virginia Landmarks Register. The third county courthouse to occupy the site since the county was formed in 1856, it was designed by the prominent Washington, D.C., architect, Frank Milburn, and constructed by local contractors Gilliam and Flanary in 1896 in the Renaissance Revival style. It has a two-one-half-story, central brick pavilion flanked on the north (main) facade by a five-story, hip-roofed clock tower to the east and a four-story, hip-roofed bell tower to the west. The courthouse has elaborate brick and stonework, including a rough-cut limestone foundation and a corbeled brick string course. The second floor has projecting brick pilasters, round-headed brick arches, and brick quoining. A molded brick cornice with elaborate, Neo-Classical-style garlands and swags decorates the towers and a full entablature with dentils and modillions is used elsewhere. The north facade features a projecting, one-story, central pavilion that has Tuscan columns with Ionic capitals supporting a stone entablature with the date "1896" inscribed in the frieze. Atop the pavilion is a limestone balustrade. The main entrance inside the pavilion has a semicircular, rough-cut limestone arch framing the original, wood and glass, double doors. A two-story clerk's office, also in the Renaissance Revival style, was added to the west elevation in 1920. A modern wing was also added to the south elevation in 1979-80. With its paired towers, heavy massing, and articulated masonry detailing, it is perhaps the most successful of several courthouses designed by Milburn for Southwest Virginia counties. It also represents a permanent focus of government activity in the county for over 100 years.

U.S. Post Office and Courthouse (101-4), southwest corner of Wood Avenue and Fourth Street, Big Stone Gap, is listed in the National Register and the Virginia Landmarks Register. A refined example of the Renaissance Revival style, it has a smooth ashlar exterior, a deep bracketed cornice, a shallow hip roof, and paired Tuscan columns on the first-floor facade. Its architect, James Knox Taylor, who was responsible for numerous government buildings across the nation, resigned his post in 1912, and the building was completed under the supervision of Oscar Wendcroft. It has undergone no significant alteration and retains a great deal of its interior mahogany woodwork, metalwork, and plaster work. It reflects the prosperity brought to Big Stone Gap and the surrounding region by the coal industry at the turn of the century.

U.S. Post Office and Mine Rescue Station (146-3), northwest corner of Federal and Seventh Streets, Norton, is a two-story, five-bay, flat-roofed building measuring fifty feet by eighty feet. It was built in 1915 of smooth, coursed ashlar on three sides and common-bond yellow brick on the rear (west) elevation, with James A. Wetmore as the Supervising Architect. The building features large, metal, casement windows and a plain limestone cornice. The east facade has an inset entrance with two-story ashlar pilasters separating the window and door openings. The openings have two-story, round, ashlar arches with keystones. A fifteen by twenty foot loading dock has been added to the rear elevation. A two-story, flat-roofed masonry addition on the north elevation houses the elevator.

Appalachia City Hall (97-35) (Figure 39), Powell Street, Appalachia, is set on a small lot situated at the east end of the street between the railroad tracks twenty feet to the north and the Powell River about fifty feet to the south and east. The only historic town hall in Wise County, it was built May, 1919 according to date stones near the top corners of the north facade. It is a one-story, four-bay, shed-roofed, five-course, American-bond brick building with stepped parapet side walls capped with clay tiles. The north facade features two, central, two-course-rowlock, round-arched brick openings in an inset brick panel; the west opening has been infilled with frame, plywood, and a two-light, metal-sash, sliding window. Flanking the openings are ten-light, metal-sash, awning windows with angled rowlock-brick sills and flat steel lintels with rowlock above. Offices of the town hall have relocated across the railroad tracks and the Appalachia Police Department now occupies the old town hall. Two additions have altered the exterior appearance of the sides of the building. The east elevation has a one-story, five-bay, shed-roofed, stretcher-bond brick addition with parapet walls with a clay tile cap. This wing is now used by a local group known as the Model Railroaders. The west elevation has a one-story, four-bay, gable-roofed, frame and plywood wing set on a brick foundation. Probably built sometime in the 1990s, it houses the Appalachia Fire Department.

Appalachia Main Post Office (97-55), 534 West Main Street, Appalachia, is a one-story, five-bay, hip-roofed building with five-course, American-bond brick walls. Designed in 1937 and constructed in 1938 in the Colonial Revival style, a 1983 U.S. Postal Service Report lists Louis A. Simon as the Supervising Architect from the U.S. Treasury Department. Measuring fifty-six feet by sixty-one feet, it has twelve-over-eight, double-hung, wood-sash windows and a double-locked, standing-seam copper roof. The original main entrance on the northeast facade has been replaced with a modern aluminum and glass entrance. The interior retains its plaster walls and ceilings and its wood floor, wainscot, and chair rail. The front lobby retains a wood and glass vestibule, terrazzo floor, marble wainscot, and plaster

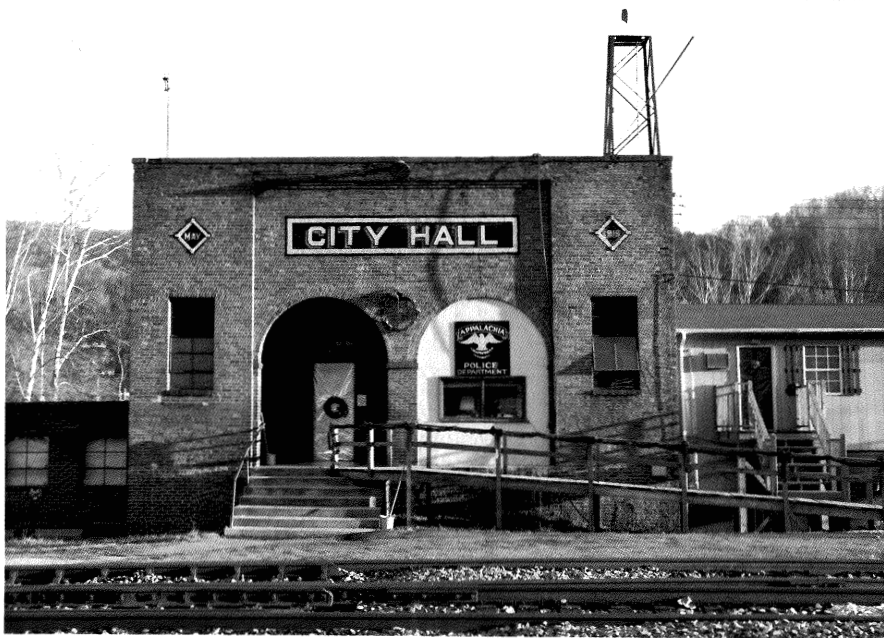


Figure 39: *Appalachia City Hall (97-35)*
Northwest Elevation

walls and ceilings. The building is owned and maintained by the U.S. Postal Service.

THEME: ARCHITECTURE/LANDSCAPE ARCHITECTURE/COMMUNITY PLANNING

RESOURCE TYPE: Architectural Landmarks, Examples of National Styles, City Park, Landscaped Cemetery, and Company Towns.

Architectural Landmarks

The landmark properties in any region are those historic resources that are architect-designed and reflect a high degree of architectural styling, integrity, and significance. These high-style buildings are the defining, architectural expressions that give distinction and character to specific places. They are anchors of the residential and commercial neighborhoods across America. The picturesque styles of the late nineteenth century-- Queen Anne, Eastlake, and Second Empire among others--and the more formal academic styles of the early twentieth century-- Renaissance Revival, Colonial Revival, and Beaux Arts--are the most prolific reminders of that transition in American architectural interpretation. Nationally during the fifty-year period from 1886 to 1936, no fewer than twenty-four state capitols were built, most in the Beaux-arts style with large domed roofs and classical features.⁴⁹

Most civic buildings built during this period survive as parts of our contemporary life and culture and many exist today in much the same role, as centers of civic activity operating as museums, libraries, and city and county courthouses. Other academic-styled residences and commercial establishments are defining landmarks within their communities. Though sometimes forgotten amidst the din of late-twentieth-century life, these architecturally designed buildings, public or private, commercial or residential, are important statements of and community pride, and are symbols of cultural aspirations. Some are personal statements by architect or patron, and some have developed into distinctive period statements.⁵⁰

Wise County has several landmark properties that are defining architectural statements and functioning parts of contemporary life. They are unaltered and well-preserved examples of national trends, both in residential and civic architecture, and reflect regional influences that contribute to their distinctive styling.

⁴⁹Marcus Whiffen and Frederick Koeper, American Architecture, Volume 2: 1860 - 1976 (Cambridge, Massachusetts: MIT Press, 1987), 281.

⁵⁰Charles Reagan Wilson and William Ferris, coeditors, The Encyclopedia of Southern Culture (Chapel Hill: University of North Carolina Press, 1989), "Architecture", Jessie Poesch, 57.

Southwest Virginia Museum (101-2), north corner of Wood Avenue and First Street, Big Stone Gap, is a National Register and Virginia Landmark property. Built for General Rufus A. Ayers between 1888 and 1895, it is one of the largest Victorian-era houses in Southwest Virginia. The two-and-one-half-story, hip-roofed building has massive sandstone walls that are an impressive example of the stonemason's art. The interior retains all of its original, quarter-sawn oak woodwork. The house is set on a small rise overlooking the town and the property is surrounded by a low retaining wall of large, sandstone blocks. General Ayers served as attorney general of Virginia from 1886 to 1890 and served in various other political capacities. He is best known for his acute entrepreneurial skills as the organizer and manager of several large corporations involved in the extraction of valuable minerals from the earth. The most prominent of these positions was as an organizer and director of the Virginia Coal and Iron Company (VCI). Begun in 1881 as the first organized coal company in Wise County, it became the major builder of coal company towns in the county over the next thirty years. General Ayers maintained a high level of political and industrial prominence throughout his life, and the house symbolizes that prosperity. Acquired by the Commonwealth of Virginia from the C. Bascom Slemph Foundation in 1946, it officially opened as the Southwest Virginia Museum in 1948.

U.S. Post Office and Courthouse (101-4), southwest corner of Wood Avenue and Fourth Street, Big Stone Gap, is one of the more architecturally refined federal buildings in the state. Listed in the National Register and the Virginia Landmarks Register, it is a refined example of the Renaissance Revival style. It has a smooth ashlar exterior, a deep bracketed cornice, a shallow hip roof, and paired Tuscan columns on the first-floor facade. Its architect, James Knox Taylor, who was responsible for numerous government buildings across the nation, resigned his post in 1912, and the building was completed under the supervision of Oscar Wendcroft. It has undergone no significant alteration and retains a great deal of its interior mahogany woodwork, metalwork, and plaster work. It reflects the prosperity brought to Big Stone Gap and the surrounding region by the coal industry at the turn of the century.

U.S. Post Office and Mine Rescue Station (146-3), northwest corner of Federal and Seventh Streets, Norton, is a two-story, five-bay, flat-roofed building measuring fifty feet by eighty feet. It was built in 1915 of smooth, coursed ashlar on three sides and common-bond yellow brick on the rear (west) elevation, with James A. Wetmore as the Supervising Architect. The building features large, metal, casement windows and a plain limestone cornice. The east facade has an inset entrance with two-story ashlar pilasters separating the window and door openings. The openings have two-story, round, ashlar arches with keystones. A

fifteen by twenty foot loading dock has been added to the rear elevation. A two-story, flat-roofed masonry addition on the north elevation houses the elevator.

Wise County Courthouse (329-1), Main Street, Wise, is listed in the National Register and the Virginia Landmarks Register. The third county courthouse to occupy the site since the county was formed in 1856, it was designed by the prominent Washington, D.C., architect, Frank Milburn, and constructed by local contractors Gilliam and Flanary in 1896 in the Renaissance Revival style. It has a two-one-half-story, central brick pavilion flanked on the north (main) facade by a five-story, hip-roofed clock tower to the east and a four-story, hip-roofed bell tower to the west. The courthouse has elaborate brick and stonework, including a rough-cut limestone foundation and a corbeled brick string course. The second floor has projecting brick pilasters, round-headed brick arches, and brick quoining. A molded brick cornice with elaborate, Neo-Classical-style garlands and swags decorates the towers and a full entablature with dentils and modillions is used elsewhere. With its paired towers, heavy massing, and articulated masonry detailing, it is perhaps the most successful of several courthouses designed by Milburn for Southwest Virginia counties.

Colonial Hotel (329-2), west corner of Main Street and Spring Avenue, Wise, is a National Register and Virginia Landmark property. It is a two-and-one-half-story, hip-roofed, brick hotel built in 1910 by D. J. Phipps, architect and builder. It is significant as an architecturally sophisticated hostelry located on a site used for hotel purposes since the post-Civil War era. The Wise County Courthouse located next door provided a periodic demand for housing in connection with its official proceedings and helped support the inn. The hotel is significant as an important commercial venture partially dependent upon the employees and patrons of the county's legal system, and is probably the county's best example of the Colonial Revival style.

National Styles

Big Stone Gap existed as the center for the booming coal industry, with an historic core of several two-and-one-half-story Queen Anne-style houses once owned by the capitalists whose money and efforts brought the Industrial Revolution to Wise County. The other towns have a few examples of the Queen Anne style built in the late 1880s, with several dwellings executed in the Colonial Revival style of the early twentieth century. There are also several other unaltered examples of the Craftsman style.

J. K. Taggard House (101-15), 103 West Second Street, Big Stone Gap, is a frame, two-and-one-half-story residence built in 1892 for J. K. Taggard, who sold it four years later to a Wentz family

member, who sold it seven years later to E. J. Prescott. Prescott lived in the house forty years and the home is commonly referred to as the Prescott House. The three-story frame tower with a pyramidal roof on the south corner combined with the gables and cross gables covered with varied-pattern wood shingles sets this house apart from the others on the block. The present owners have painstakingly restored the porch balustrade to its original pattern based on historic photographs, and have repainted the entire house with polychromatic hues normally associated with the Queen Anne style. The interior retains all of its original woodwork and all its original door and window hardware.

Ted Wentz House (101-13), 19 West Second Street, across the street to the south of the Taggard House, is a frame, two-and-one-half-story residence built in 1893, possibly as late as 1896, for Ted Wentz, a member of the Wentz family who owned a controlling interest in VCI, which later became SCC. The three-story frame tower on the west corner faces the tower of the Taggard House across the street. The interior of this house features a formal entrance foyer with paneled walls and coffered ceilings of oak. The U-shaped stairs are also built of oak as are the turned balusters and the oak newel posts feature turned, decorative urns of oak. The interior retains all of its original woodwork and all its original door and window hardware.

House (101-16), 120 West Second Street, Big Stone Gap, across the street to the west of the above two houses, is a brick, two-and-one-half-story Queen Anne-style dwelling (101-16) built around 1895. It has a wraparound porch, though somewhat altered, and decorated gables associated with the Queen Anne style, and further exhibits its texture with a chimney that corbels from the wall partway up the first-floor wall on the north elevation. The creative use of brick accentuates the style of this house, and offers a contrast to the mostly frame residences of the neighborhood.

House (101-12), 18 West Second Street, Big Stone Gap, one block south of the above three houses, is a brick, two-story Queen Anne-style dwelling built around 1895. This house stresses horizontality since it has no tower, and gable roofs radiate from the main hip roof to cover several angled bays. The wraparound porch features a projecting gable roof at the main entrance with a lattice motif in the gable.

Dotson House (97-4-1) on Main Street in Wise is a two-and-one-half-story brick residence built in the Queen Anne style in 1893 by N. B. Dotson. The south corner of the house has a three-story brick tower with a conical roof, and the Queen Anne, double-hung, wood-sash windows have curved glass on all three floors of the tower. The house has a prominent position at the northeast corner of the juncture of the U.S. 23 Business and

Bypass routes, which were historically the main travel routes southwest to Norton, northwest to Pound and Pound Gap, and east to Dickenson County.

Turner House (146-9) is located at 820 Virginia Avenue, in Norton. Built ca. 1895, it is a two-and-one-half-story, frame and weatherboard, hip-roofed dwelling set on a cut-stone-block foundation. It has a three-story, octagonal, frame and weatherboard, belcast pyramidal-roofed tower near the west end of the south facade and a two-story, projecting octagonal bay on the west elevation. The south facade features a one-story, three-bay, hip-roofed porch with paired, slender, Tuscan columns atop square wooden pedestals. The north (rear) elevation of the house is dwarfed by a steep hill which rises sharply to a paved alley directly north of the house. Although the windows and doors have been replaced, it survives as one of the best examples of the Queen Anne style in Norton.

George Esser House (146-20), southeast corner of Virginia Avenue and 11th Street, Norton, is commonly known as the Bolling Mansion. Built in 1917 for George Esser, a local coal operator, it is a two-and-one-half-story, five-bay, hip-roofed, Colonial Revival-style residence. The cream-colored brick residence has a two-story portico on the north facade with colossal, fluted wood columns with Corinthian capitals and a full entablature cornice with dentil molding. The hip roof of the house also has a full entablature cornice with dentil molding. The contractor for this impressive building was Joseph Hunnicutt, who was responsible for constructing many of Norton's significant architectural treasures. Esser fell on hard times during the Depression and in 1932, George Bolling acquired the house and lived in it until his death in 1957, and his wife lived in the house until her death in 1975. It is now owned and used by a local attorney, Carl McAfee, as the offices for his law firm. It is a significant landmark in the city of Norton and should be nominated for listing in the National Register and the Virginia Landmarks Register.

House (146-21), 1125 Virginia Avenue, Norton, is a two-story, three-bay, eight-course, American-bond brick dwelling with a hip roof with cross gables. Built ca. 1900 in the modified Queen Anne style, its decorative features include segmental-arched brick window lintels with a projecting header course; cut-stone window sills; pressed-metal shingles in the gables on the front and side elevations of the house; and a wraparound porch with wood Tuscan columns and Scamozzi capitals. The site includes a one-story, hip-roofed, five-course, American-bond brick garage near the southeast corner of the property and a coursed, cut-stone-block wall along the north side.

Richard Fleming House (146-56-11), 714 Ridge Avenue, Norton, is a two-story frame dwelling that derives its Queen Anne styling from a wraparound porch with a pierced and sawn frieze, square-cut,

staggered-course wood shingles in the gables on all elevations of the house, and large, double-hung, wood-sash window with the upper sash of stained glass. It remains in original condition except for a small, two-story addition on the north (rear) elevation.

R. H. Spears House (97-13), situated at the southwest corner of High Avenue and North Avenue in Coeburn, is a two-story, frame and weatherboard dwelling built ca. 1895 in the Queen Anne style. The irregular-shaped house has an intersecting gable roof with a bracketed eave and rake frieze boards and cornice returns. The gables also feature circular wood louvers and sawn rake trim. A one-story, hip-roofed porch with turned posts and balusters, sawn brackets, and a spindle frieze covers the east elevation of the house.

Holly House (97-33), 414 Kilbourne Avenue, Appalachia, is a good example of a Colonial Revival-style residence. Built ca. 1920, it is a two-story, stretcher-bond brick dwelling with a hip roof with a slight flare at the eaves. The entrance on the east facade has an elliptical fanlight with tracery, sidelights, and a wood door with one light over a flat panel. The hip-roofed, wraparound porch on the east and north elevations has paired Tuscan columns on brick pedestals and triple columns at the corners. The house retains its original nine-over-one, double-hung, wood-sash windows with smooth concrete sills and flat steel lintels with soldier-row brick above. A two-story garage at the south corner of the property is being rehabilitated by the present owner. The property is surrounded by the original wrought-iron fence, which still retains a manufacturing label from the Cincinnati Iron Fence Company.

Hillman/Banner House (97-228-5), 709 Second Street, Coeburn, is a Craftsman-style dwelling built in 1907 from plans drawn by Albert L. Flegel, a Chicago, Illinois, architect. The one-and-one-half-story, brick house with a hip roof and cross gables covered with pressed-metal shingle also is influenced by the Colonial Revival style of the early twentieth century. The house has stretcher-bond brick walls with a soldier-row watertable and cut-stone window sills. The cross gables on the east, south, and west elevations have brick walls with triple, one-over-one, double-hung, wood-sash windows and a wide, rake frieze. The full-length, hip-roofed porch on the south facade has paired, paneled, wood, box columns atop brick pedestals with a cut-stone cap. The interior of the house has oak door and window trim throughout, and retains the original radiator heating system, including a heater-overflow unit above the radiator in an upstairs bedroom. The entrance to the formal dining room is framed by fluted, wood columns set atop a paneled wood base. The house survives in almost unaltered condition and the present owners have a copy of the original drawings to guide them in any restoration or rehabilitation work on the house.

Taylor House (97-324), 2117 Alto Road, East Stone Gap, is a good example of a two-story brick Craftsman-style residence. Built in 1925 for G. B. Taylor by John Mullins, the house has a mix of three-over-one and four-over-one, Prairie-style, double-hung, wood-sash windows with smooth concrete sills and lintels. It has a hip roof with a wide frieze with modillion blocks and a wide overhang. The south facade has a full-length, one-story, gable-roofed porch with paired brick posts set atop a brick parapet porch wall with a smooth concrete cap. It has a round arch on the sides and an elliptical arch on the south elevation. The centrally-placed entrance has a wood door with a large, beveled-glass light, a one-light, fixed, wood transom above, and flanked by sidelights. There is a one-story, pyramidal-roofed, brick garage located north of the house. The property is surrounded by a wrought-iron fence built by the Cincinnati Iron Fence Company.

House (101-57-12) (Figure 40), 125 Clinton Avenue, Big Stone Gap, is a textbook example of the Craftsman-style bungalows being built in southern California during the first two decades of the twentieth century. Built ca. 1920, it is a one-story, frame residence with a low-pitched gable roof with open eaves, a rake frieze, and a wide overhang. The house has mostly eight-over-one and six-over-one, double-hung, wood-sash windows with the lower, one-light sash much larger than the upper sash. The east corner porch has brick pedestals with tapered, wood, box columns supporting a low-pitched gable roof with open eaves.

J. L. Addington House (97-228-4), 708 Second Street, Coeburn, is a good example of a house type known as an American Foursquare. Built ca. 1910 and measuring thirty-four feet by forty-two feet, it is a one-and-one-half-story, frame and weatherboard (now covered with aluminum siding) dwelling with a steeply-pitched hip roof and three interior brick chimneys with corbeled caps. There are hip-roofed dormers on all four elevations with paired, double-hung, wood-sash windows. There is a one-story, hip-roofed porch around three elevations of the house with square, brick pedestals supporting wood Tuscan columns.

Mac Sturgill House (97-398) is located on the north side of State Route 671, .7 miles east of the junction with State Route 620, near Dewey in northern Wise County. Built ca. 1890, it is a two-story, frame and weatherboard, gable-roofed I-house set on stone piers with no infill. It has coursed, cut-stone-block chimneys on the north and south gable-ends, two-over-two, double-hung, wood-sash windows, and a two-story entrance porch on the east facade. Folk Victorian-style detailing includes the mousetooth fascia and rake boards of the house and porch, the chamfered wood porch posts with arched frieze and Chippendale-style porch balustrade, and the diagonal flushboard siding with a semi-circular wood louver in the porch gable. Local tradition suggests the house was built for Mac Sturgill by a local carpenter named Null Nicholls (sp?).



Figure 40: *House (101-57-12), Big Stone Gap
Southeast Elevation*

City Park

Bullitt Park (101-57-15) (Figure 41), Big Stone Gap, is a roughly two-acre site situated along the Powell River at the northwest end of East First Street and is the largest of several parks owned and operated by the town. A date plaque on the west face of the entrance gates to the park reads: "Dedicated November 9, 1935 to perpetuate the ideals of good sportsmanship exemplified in the life of Joshua Fry Bullitt, 1856-1932". The park has entrance walls and posts of cut stone with concrete caps at the ends of First and Second Streets. The park contains a football stadium with a seating capacity of 3,500 as well as tennis courts, fitness trails, playground equipment, and picnic shelters. There are two, hip-roofed, picnic pavilions set on ground-set tree-stump posts with concrete floors and picnic benches and tables. The site also contains a one-story, gable-roofed, cut-stone-block structure with large, cut-stone-block chimneys on each end. Measuring twenty feet by forty feet, it was probably built as an entertainment pavilion, as there are two large openings on the side walls that have been infilled with plywood. It now houses the restrooms for park patrons. Bullitt Park is the only known, historic, designated park in Wise County.

Landscaped Cemetery

Glencoe Cemetery (101-51) (Figure 42), Big Stone Gap, is located on the north side of Spring Street, near the eastern edge of the town limits. Containing over 500 gravestones, it is a large, landscaped cemetery with the original road network defined by the gravel roads in the cemetery. It contains many late-nineteenth- and early-twentieth-century grave stones in both formal and vernacular styles. There are even a few cast-iron, classically detailed headstones. But its significance and aesthetic beauty lies in the open, rolling hillsides with defined travel corridors and the round, cut-stone fountain just inside the entrance gates. The fountain is a four-level, circular, stone fountain set in a traffic island. There is a short, round base, a taller round pool, a round water basin with a carved stone cap, and a tall round water spout. The cemetery is surrounded by a low, cut-stone block retaining wall with a concrete cap. The walls terminate in rectangular-shaped, cut-stone-block entrance gates with a concrete hip roof. The gateposts have round-arched pedestrian passageways in the center. The cemetery and Bullitt Park listed above are the only specifically designed and landscaped public spaces in the county open to public use.

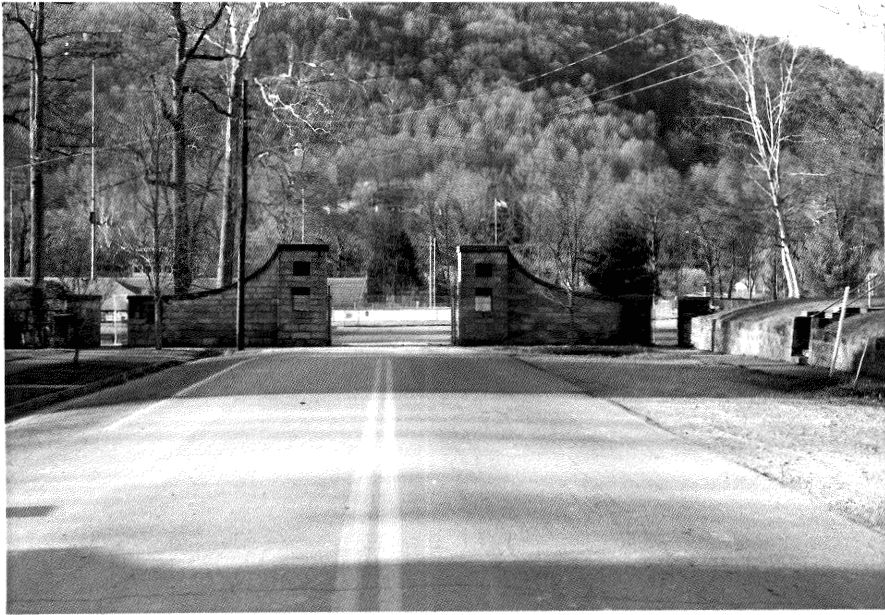


Figure 41: *Bullitt Park (101-57-15)*
East 1st Street Entrance, Looking Northwest



Figure 42: *Glencoe Cemetery (101-51)*
Spring Street Entrance, Looking East

Company towns

The company towns of Wise County, all the product of the mining of coal, were built near the heads of the narrow valleys and gorges where the largest and best seams of coal were buried underground. The town plans were mostly a response to the physical conditions of the terrain, and as such were as isolated from other company towns as the miner had been from other neighbors on his mountain farmstead. A U. S. Coal Commission study completed in 1925 shows 64.4 percent of Southwest Virginia's coal miners lived in company-owned towns.

Contrary to the popular belief that coal towns were merely the creation of northern industrial capitalists, is the following:

Few aspects of this new order [the coming of "civilization" to the mountains] were more symbolic of the transformation than the company towns. Born in the 1880s, the child of necessity and boom, and nourished on the profits of the industrial expansion, the company town became for thousands of mountaineers the dominant institution of community life - - a vital social center around which the miners' world revolved. Not only was the coal camp the site of one's work, the source of one's income, and the location of one's residence, but for many it also provided an introduction to organized community life and the setting in which new attitudes, values, and social institutions evolved. Completely owned and tightly dominated by the coal companies, the mining towns also reflected the underlying transition in land ownership and social power which had swept the region with the coming of the industrial age. And when they were abandoned by their creators to die and decay in the depression days of the late 1920s, the company towns came to represent in the popular mind the tragic dilemma of Appalachia itself.⁵¹

Wise County's first coal company, Virginia Coal and Iron Company (VCI), which later became Stonega Coke and Coal Company (SCC) and then Westmoreland Coal Company in 1964, was the primary founder and operator of company towns in Wise County. SCC built or bought ten company towns, eight of them in Wise County: Stonega was built in 1896, Osaka in 1902, Roda in 1903, Arno in 1908, Exeter in 1917, Dunbar in 1919, Derby in 1923, and Imboden was purchased as an operating unit in 1910.⁵² Of these, Stonega and Derby, the first and last coal towns built by SCC, retain a core of historic resources. These two towns also represent the changing attitudes of the company toward the miners. The miners'

⁵¹Eller, Miners, Millhands, and Mountaineers, 162.

⁵²Shifflett, Coal Towns, 33-7.

housing at Stonega (1896), are all frame buildings, both one-story, single-family residences and two-story, two-family dwellings. Even the two-story, single-family, supervisors' houses were frame. In contrast all the miners' houses at Derby (1923) are two-story, two-family dwellings built of structural clay tile with only a few frame, two-story, single-family supervisors' dwellings. At the time they were built, the structural-clay-tile dwellings with plastered interior walls were considered to be a better grade of housing than a frame or "boxed" house. The company towns greatly altered the social landscape of the county and the few that survive offer a rare glimpse into a way of life never to be repeated in the coalfields of Wise County.

Stonega contains a representative sample of the three major types of houses typical of the early coal-town housing in Wise County.

Mullins House (97-36), located at 5359 Park Place in Stonega, was built as the home of one of the mining superintendents of SCC. Built ca. 1900, it is a two-and-one-half-story, frame and weatherboard, gable-roofed dwelling set on a cut-stone-block foundation. The house is distinctive for its site which overlooks Stonega and for its unique combination of Craftsman and Queen Anne-style elements. The Craftsman styling is seen in the square, brick porch piers with tapered wood box columns atop them and in the gable roof and gable-roofed dormers with open eaves and a rake frieze with lookouts. The Queen Anne styling is seen in the square-cut, wood shingles and double-hung, Queen Anne-sash windows in the gables and in the large double-hung, Queen Anne-sash window located east of the entrance on the south (main) facade. Also, this dwelling is significant as one of the first supervisors' houses built in connection with the first company town created by the coal boom in Wise County.

Arthur Houser House (97-42-1), is located at 5354 Park Place in Stonega, across Park Place and the railroad tracks from the Mullins House. It is a two-and-one-half-story, frame and weatherboard, gable-roofed dwelling set on a random-rubble-stone foundation. Built ca. 1900 as a duplex that housed two miners' families, it retains most of the features found on the duplexes built by SCC at Stonega, its first company town. It has two-over-two, double-hung, wood-sash windows, a gable roof with a boxed cornice and eave and rake frieze boards, and staggered-course, square-cut, wood shingles decorating the gables. A one-story, frame and weatherboard, shed-roofed addition has been built on the north end of the west elevation. A one-story, frame and weatherboard, hip-roofed addition has been built on the south end of the west elevation. Both of these additions probably occurred sometime after SCC abandoned the company town of Stonega, and the houses and lots passed to private ownership. Another important feature of this property, and most other miners' dwellings and duplexes in the coal towns, is the coal

house located about thirty feet northwest of the house. Built as a storage facility for the coal that fueled the stoves which heated the house, it is a frame building with German siding and a gable roof, measures five feet by ten feet, and is set on a solid brick foundation. The coal house was divided into two equal areas for each of the two miners' families in the duplex. It has two, small, framed openings near the top of the wall on the northwest wall for loading coal into the building, and two, large, framed openings on the southeast wall for accessing the coal. There are several other frame outbuildings located northwest of the house.

House (97-42-6) at 5023 Stonega Road is situated one-half mile south of the main core of Stonega's dwellings. A one-story, frame dwelling with German siding, the house has a shed-roofed porch with turned posts and sawn brackets on the south elevation, and has a gable roof with a box cornice and a rake frieze board. The gable ends have small one-over-one, double-hung, wood-sash windows replacing the round, wood louvers that ventilated the attic. This house is one of fifteen adjacent houses in a curving row along the north side of VA Route 78, with the railroad tracks running parallel to the highway. These one-story, single-family dwellings are a departure from the two-story duplexes built ten years earlier and are important because they represent the changing attitudes of the company town owners and operators toward the miners' living conditions.

House (97-345) located at the east end of State Route 804 in Imboden is a one-story, gable-roofed, frame and German siding dwelling set on brick piers infilled with random-width vertical boards. Built ca. 1910, with six-over-six, double-hung, wood-sash windows and two separate entrances onto the full-length porch on the south (main) facade, it is a typical, single-family, coalcamp dwelling built during the early twentieth century. The coal town of Imboden was purchased by SCC in 1910 as an operating unit, and today about two dozen houses remain in a tight, one-square-block, cluster along State Route 804. Most have been altered (new siding, windows, or porch posts) since they passed into private ownership, but almost all retain their original form and use, and several retain their original coal houses. A coal house located east of 97-345 measures five feet four inches by ten feet four inches, is frame with German siding, and has a gable roof with open eaves and a rake frieze board. It has a small wood door near the top of the wall at each end of the south wall for loading the coal, and a raised-panel door on the east and west elevations for accessing the coal. Since one coal house stored coal for two, single-family dwellings, it was divided into two equal spaces, and generally straddled the fence line, which later became the property line when the company towns were abandoned and sold into private ownership.

House (97-376) at 6110 Fellowship Road in Dunbar, situated only about thirty feet northeast of the railroad tracks, is a two-story, frame and German siding duplex set on brick piers infilled with random-width vertical boards. It has two, small, shed-roofed entrance porches set on brick piers on either end of the southwest facade, facing the railroad tracks. There is a full-length, hip-roofed porch on the northeast elevation, facing toward the alley between the rows of identical two-story company houses. The Craftsman-style house has six-over-nine, double-hung, wood-sash windows on the first floor and six-over-six, double-hung, wood-sash windows on the second floor. The shallow-pitched gable roof has open eaves with a frieze board and a rake frieze with lookout blocks. This duplex was built by SCC as part of its plan to mine the coal seams above Roaring Fork in northwest Wise County and indicate how geographic conditions can influence the process of town building. Drawn up in early 1918, Dunbar's original town plan called for 250 single-family dwellings. But company officials soon realized they didn't have sufficient space to build the four-room single-family dwellings that had become their standard at Stonega, Imboden, and Exeter. As a result, they decided to build ten-room, double-occupancy dwellings and by January 1, 1919, twenty-eight of these dwellings had been built and sixteen more were under construction.⁵³

House (97-48-1) on State Route 686 in Derby is part of the last company town built by SCC in 1923. It is a two-story, hip-roofed duplex built of structural-clay-tile blocks untreated on the exterior. There is a full-length, one-story, hip-roofed porch set on a structural-clay-tile-block foundation on the north facade of the house. This house, and all the clay-tile houses in Derby, are unique for their use of a structural material not designed to have a finished surface, but which did offer an insulating quality not found in the frame houses of the earlier company towns. Like Dunbar, these houses are a response to the geographic conditions that necessitate the use of the two-story duplex, and all face the highway that runs through the center of two rows of houses lining the narrow valley.

⁵³Ibid., 45.

THEME: EDUCATION

RESOURCE TYPE: School Buildings.

Calling it "a bill for the more general diffusion of knowledge", Thomas Jefferson introduced in the General Assembly of Virginia in June, 1779, the first plan for public instruction in America. Jefferson's plan for the "diffusion of knowledge" was never adopted, but it has been used ever since as a guideline in establishing public instruction and was certainly the basis for Virginia's adoption in 1870 of the "free school system."

Prior to 1870, public instruction was conducted in "old field schools" by traveling teachers who charged the students' parents a flat tuition rate per pupil. In addition, the teacher expected the parents to furnish room and board during the school term. Richard L. Counts, former Superintendent of Wise County Schools, commenting on the old field schools" said: "My earliest recollection of schools goes back to about 1865. Then we had no public schools, but occasionally we had a short term of two or three months of what was known as 'old field schools.' I suppose they were so named because they were usually taught in an outhouse in some old field."⁵⁴ The 1860 U. S. Census, conducted just four years after the formation of Wise County in 1856, identified six people as school teachers and twenty people as preachers, who often doubled as teachers if they could read or write. This same census also identified one person in the county as a bookseller.⁵⁵ The strong commitment to public education indicated by these figures is overshadowed by the fact that public instruction prior to 1870 was limited to those people who could afford the tuition and could provide room and board for the teacher and an old building in which to conduct classes. The impermanent nature of the early "field schools" is the major reason why none of these buildings have survived.

With the adoption of the "free school system" in 1870, Virginia's counties formed school districts with each district having its own school board and levied taxes upon all citizens to build new schoolhouses and to pay teachers' salaries. By the time of the 1880 U. S. Census, Wise County had five school districts and seventeen people identified as school teachers. Francis B. Greear, a prominent Wise County citizen who was a teacher, farmer, tax collector, and Justice of the Peace, filed a school

⁵⁴Bill Porter, School Bells From the Past: Bits and Pieces of School History in Wise County, Va., Volume 1 (Coeburn, Va.: Cumberland Heritage Publication, 1985), 5-6.

⁵⁵Ibid., 4.

report for Public School No. 4 in Lipps District for the term ending March 30, 1872. The following excerpts from that report illustrate the most common problem with the system of "free" schools -- lack of attendance:

No. of months in term	5
No. of days school was open	100
No. of pupils on roll during term	30 boys, 29 girls
Average daily attendance	10.49 boys
Average daily attendance	12.18 girls ⁵⁶

Thirty-five percent of enrolled boys attended school daily, and forty-two percent of the girls attended school daily. These low attendance figures, especially the lower attendance figure for the boys, can be greatly attributed to the family farm that dominated the preindustrial landscape of sparsely populated Wise County. The mountain farm was a family enterprise where the kind of crops produced and the division of labor were dependent upon the size of the family and its consumption needs. Each family member had his or her well-defined roles and responsibilities. Individuals were free to pursue their own needs and interests, but family obligations came first and were not allowed to be displaced by any outside activity.⁵⁷

On February 21, 1882, the Virginia Legislature passed an act providing for the establishment of Gladeville College at Gladeville (present-day Wise), in which "shall be taught the various branches of literature, science, art and music, in connection with a public free school."⁵⁸ Since Gladeville had been the county seat since the formation of the county in 1856, it was the logical selection as the site for the new college. The first college building was a one-story, gable-roofed, frame structure with two rooms on the first floor and a music room in the attic. About 1892, a two-story, hip-roofed, frame building, measuring forty-two feet by sixty-two feet, was attached to the gable end of the original school building. Gladeville College was supported by means of tuition paid by its students. But the institution also served all grades from primary to college, and pupils entitled to attend the public schools of the district were not charged tuition. In 1906, an act of the Virginia Legislature established the free high school system and the college was replaced with a high school. In 1908, the 1892 frame building

⁵⁶Ibid., 7.

⁵⁷Eller, Miners, Millhands, and Mountaineers, 29.

⁵⁸Luther F. Addington, The Story of Wise County, Virginia (Wise County: Centennial Committee and School Board, 1956), 163.

was torn down and a brick building was constructed.⁵⁹ Unfortunately, neither the brick building nor any other buildings remain that were associated with Gladeville College.

Kelly View School (97-308) (Figure 43) is located on the north side of US Routes 23 & 58 A, about three miles east of the town of Appalachia behind the new Appalachia Elementary School. Probably built around 1900, measuring twenty feet by twenty-six feet, it is a one-room schoolhouse of frame construction with weatherboard siding, two-over-two, double-hung, wood-sash windows, and a gable roof with a boxed eave. It was probably placed on its solid cinder block foundation when it was moved during the construction of the modern brick school building west of it. Kelly View School is clearly visible from busy US Routes 23 & 58 A and stands as the sole, remaining, physical reminder of the earliest attempts at the new "free school system" in Wise County.

During the first decade of the twentieth century, Wise County citizens passed school bond referendums that built new school buildings, hired new teachers, and furnished both with the necessary teaching materials. A 1910 school bond referendum passed by the voters in Lipps District of Wise County called for the expenditure of \$30,000 to build four new school buildings, to build an addition to the St. Paul School Building, and to furnish said buildings with suitable furniture.⁶⁰

Fairview School (97-240), located in eastern Wise County near Sandy Ridge on the east side of State Route 654, is the only surviving building of those four new schools built by the 1910 referendum in the Lipps school district. Erected in the fall of 1911 at a cost of \$2000, it is a one-story, T-shaped, frame building set on a poured concrete foundation. The walls are covered with diagonal subsheathing (for lateral strength) and weatherboarding that was covered with vinyl siding in the 1970s. It has bands of large, four-over-four, double-hung, wood-sash windows on the north and south elevations, and a large brick chimney on the east elevation. The hip-roofed main core measures thirty feet by fifty-four feet and the gable-roofed, projecting entrance pavilion on the west facade measures sixteen feet by twenty-four feet. The entrance pavilion has a recessed doorway with a three-light transom and a newer pyramidal-roofed bell tower that houses the original bell. The two original pot-bellied stoves, built by the Louisville Tin and Stove Company, remain in place in each of the two interior rooms. Fairview School is still owned by the County of Wise, but concerned citizens of the Sandy Ridge area maintain it as a community

⁵⁹Ibid., 165-66.

⁶⁰Porter, School Bells From the Past, 19-20.



Figure 43: *Kelly View School (97-308)*
West & South Elevations

center. These people have donated money, time, and labor for various projects, including the 1993 replacement of the deteriorated bell tower, and in 1994, the replacement of the original pressed-metal shingle roof with asphalt shingles.

Duncan Gap School 997-269) is located on the west side of State Route 640 at the junction with State Route 641 at Duncan Gap in northeastern Wise County, in the northern corner of the Gladeville school district. It is one of three frame and weatherboard school buildings built ca. 1910 in this region of the county. Measuring twenty-six feet by fifty-four feet, it is a one-story, L-shaped, frame and weatherboard, hip-roofed school building with large two-over-two, double-hung, wood-sash windows. There is an inset corner porch on the southwest corner of the building that sheltered the original entrance. Located only about forty feet south of the school is a frame privy (probably for ladies) with random-width vertical siding and a gable roof. Located about 100 feet north of the school is a frame privy with random-width vertical siding and a shed roof. There is also a frame coal house, measuring ten feet by twelve feet, that has random-width horizontal siding and a shed roof. An interview with the present owner revealed that classes were last held in the school in 1963, and the building was put up for sale by the county on April 27, 1968. The application of vinyl siding and the replacement of some windows during the conversion from school to dwelling has not altered the form of the original school building. And its present use as a dwelling will help to ensure its continued survival as one of the early Wise County educational buildings.

Collins School (97-281) (Figure 44), situated on the north side of State Route 634, .2 miles east of the junction with State Route 635, in northeastern Wise County, is located only a few miles west of the Duncan Gap School (97-269), but is in the Roberson school district. Built ca. 1915 and measuring approximately twenty-four feet by forty feet, it is a one-story, rectangular-shaped, frame and weatherboard building set on a coursed, cut-stone-block foundation. The hip roof retains its original covering, pressed-metal shingles, and the eave line features a boxed cornice and a wide frieze board. The south facade, which faces busy State Route 634, has a bank of six, two-over-two, double-hung, wood-sash windows and a horizontal-raised-panel wood door with a one-light fixed transom. The west end of the north elevation, which faces Birchfield Creek, has a one-story, frame and weatherboard, hip-roofed wing measuring ten feet by twelve feet. The materials and construction of this wing, which houses the cloak rooms for the school, is identical to the main school building. Atop the wing is a pyramidal-roofed bell tower with frame and weatherboard walls and a square, wood louver on all four sides. The school also has a frame coal house with a shed roof located about thirty feet west of the school, a frame privy (probably for ladies) with a shed roof adjacent to the coal

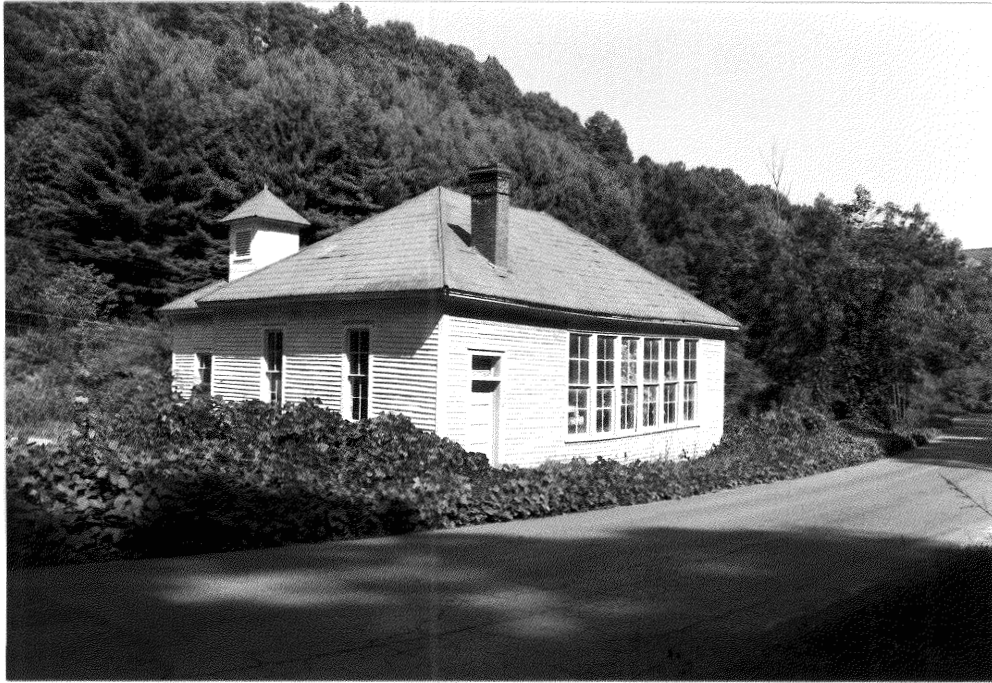


Figure 44: *Collins School (97-281)*
West & South Elevations



Figure 45: *Dewey School (97-390)*
West & South Elevations

house, and a frame privy with a gable roof located about 100 feet east of the school. An interview with a local citizen who attended school in the building said that it was built in 1913 on land donated by Marion Collins, who also served as one of the carpenters who built the building. The last classes were held in Collins School in the mid-1960s, and it was sold to private owners by the county in 1968. Now used as a storage building, it retains almost all of its original features.

Baker School (97-287) is located on the north side of State Route 634, .2 miles west of the junction with State Route 633, in northeastern Wise County, about 2 miles east of the Collins School (97-281). Also built in the Roberson school district ca. 1915, it measures twenty-eight feet by thirty-two feet. It is a frame and weatherboard building set on a semi-coursed, rough-cut stone foundation, and has a gable roof with cornice returns and eave and rake frieze boards. It retains most of the original two-over-two, double-hung, wood-sash windows, some of which are highlighted by two-light transoms. Although some of the door and window openings have been covered with sheets of plywood, the school is relatively unaltered and retains its original form while serving as a storage building by the present owner.

Dewey School (97-390) (Figure 45) is situated on a small hill on the north side of State Route 620, about five miles west of Pound in northwestern Wise County. Built in 1913, and measuring thirty feet by sixty feet, it is a one-story, T-shaped, frame and weatherboard, hip-roofed school building set on a cut-stone-block foundation. Surviving original features include the large four-over-four double-hung, wood-sash windows, the pressed-metal roof shingles, the weatherboard siding, and pyramidal-roofed bell tower on the south facade. The south facade also features a projecting entrance pavilion, measuring sixteen feet by twenty-four feet, that has a central, recessed doorway with a one-light operable transom above and is flanked by interior cloak rooms. The interior still retains the raised-panel wood doors with one-light wood transoms and the nine-foot by eighteen-foot raised-panel wood door which divides the interior space into two rooms when lowered on tracks from the ceiling. Like Fairview School and Tacoma School, Dewey School is presently maintained and operated as a community center by a group of local citizens. Almost identical to Fairview School in form and size, Dewey School survives today in its original form with most of its original decorative features, and as such offers a rare glimpse into the construction methods and materials of the early school builders of Wise County.

Flat Gap School (97-395) is located on the east side of State Route 671 in northwestern Wise County about 2 miles west of Dewey School (97-390). Built ca. 1915 of cut-stone blocks with a beveled, cut-stone-block water table, Flat Gap School is a one-story U-shaped building with a pressed-metal shingle gable roof

with cornice returns and rake frieze, and has retained the original six-over-six, double-hung, wood-sash windows. A slightly projecting, gable-roofed entrance pavilion is located on the southeast facade. The entrance pavilion features a round arch of concrete blocks with an inset doorway with another round arch of concrete blocks and double wood doors with a round-arched wood transom with tracery. This stone building also has four brick chimneys with corbeled brick caps and smooth concrete window sills. Like the previously listed school buildings, Flat Gap School is maintained and operated as a community center by local citizens.

Tacoma School (97-1), is located on the east side of State Route 706, .3 miles south of the junction with US Route 58 A, in the community of Tacoma. A picture dating from ca. 1930 shows a one-story frame building with weatherboard siding and two-over-two, double-hung, wood-sash windows. A tornado, which tore through Tacoma in 1945, probably damaged the original Tacoma School, and sometime soon after that, the brick veneer and twelve-over-twelve, double-hung, wood-sash windows were added. The present building is a one-story, hip-roofed, brick building with large, twelve-over-twelve, double-hung, vinyl-sash windows. It has a gable-roofed dormer on the west facade which served as the bell tower. A one-story, gable-roofed, entrance porch with brick posts was added to the west elevation. The significance of Tacoma School lies in the rebuilding of the school after the tornado and the present efforts by the citizens of the Tacoma community to maintain it as a community center. These local residents formed a group, established a board of directors, and purchased the building in 1993 for \$55,000. Since then they have replaced the roof covering, replaced the wood sash windows with identical twelve-over-twelve, double-hung, vinyl-sash windows, and performed a variety of landscape projects such as a playground and a walking track.

Riverview School (97-249), located on State Route 719 (Powhatan Road) in eastern Wise County in the Riverview community just west of Coeburn, is one of several brick school buildings dating from ca. 1920 that are vacant and/or in a state of advanced deterioration. It is a one-story, U-shaped building with six-over-six, double-hung, wood-sash windows with a three-light transom above and angled rowlock-brick sills. The main hip roof features hip-roofed projections on the north elevation and clipped-gable-roofed projections on the east and west elevations with cornice returns and coursed, square-butt, wood shingles. Riverview School also has a one-story, projecting entrance pavilion on the south facade with an inset doorway with double wood doors and a five-light fixed wood transom.

School Ruins (97-312) is located on the northeast corner of US Route 58 A and State Route 605 in western Wise County about one mile east of the Lee County line in the Lower Cadet community.

Set down in the river bottom between the Powell River and the railroad tracks, the remains of this one-story brick school still offer clues to its original features. These include the soldier row brick watertable, the window sills of header row brick that continue as a band around the building, another continuous band of concrete at the cornice level, a shed roof with stepped-parapet brick walls with concrete diamonds set into the corners, and four-over-four, double-hung, wood-sash windows. It also has a one-story, flat-roofed, entrance porch on the south facade with double wood doors.

The Andover School (97-364) (Figure 46), located on State Route 728, one block east of VA Route 78 and one mile north of Appalachia in the coal company town of Andover, is one of the two remaining school buildings built by coal companies as later additions to the company towns. Built ca. 1920, and surviving in close to original condition, it is a one-story, T-shaped, frame school set on brick piers infilled with cinder block. It has German siding, paired, six-over-six, double-hung, wood-sash windows, eave and rake friezes, and a gable roof with no returns and a wood enclosed cornice. An historic photograph reveals that Andover School has changed very little since its construction, but two other features of the site have disappeared: the horizontal-panel wood fence surrounding the school and the frame coal house just inside the fence line along the east edge of the property. Andover School is now used as a storage facility by Westmoreland Coal Company, which owns it.

Stonega School (97-41) is located on the west side of State Route 600, 2.4 miles north of the junction with VA Route 78, in the coal company town of Stonega. Built ca. 1920, it is a two-story, T-shaped, frame building set on brick piers infilled with random width vertical boards. It has German siding, six-over-six, double-hung, wood-sash windows, eave and rake friezes, and a gable roof with open eaves. The east facade has two separate entrance doors with one-light operable transoms above and are protected by a one-story, gable-roofed, entrance porch set on brick piers infilled with random-width vertical boards. Two one-story, frame bathrooms set on cinder block foundations flank the entrance porch on the east facade. A school bell atop the entrance porch identified in an October, 1987, reconnaissance survey has been removed. The school is now vacant and clearly suffers deterioration from neglect.

Stonega Coal and Coke Company, later renamed Westmoreland Coal Company, was one of the earliest coal companies to adopt a more paternalistic approach to the overall welfare of the miners and their families. Few of the hospitals, commissaries, stores, or boarding houses erected during this paternalistic phase from ca. 1905 to ca. 1920 have survived, therefore, Andover School and Stonega School are important as some of the oldest surviving company-town service buildings in Wise County. When compared to



Figure 46: *Andover School (97-364)*
Southwest & Southeast Elevation

the public schools built in Wise County during the first quarter of the twentieth century, the company-town schoolhouses are less substantial structurally and lack the decorative features of the publicly funded and built schools.

THEME: RELIGION

RESOURCE TYPE: Churches and chapels.

Organized on Saturday, September 3, 1798, the Three Forks Primitive Baptist Church is considered to be the first organized church in Wise County. Although the records of the church from 1798 to 1825 were lost, the Preamble and Constitution of the church, dated 1798, have survived. The records indicate the construction of a church house near Big Stone Gap in February, 1829. No other mention is made of the building, but the November, 1845, records show the appointment of Isaac Willis, John Huff, and Elisha DeBusk to lay out the "re-building" of the church. This log church house with a puncheon floor was torn down in 1874 when the congregation moved to Butcher's Fork in Powell Valley. Butcher's Fork continued active until its dissolution on the third Saturday in November, 1894.⁶¹

The Big Glades Baptist Church was organized May 1, 1847, with Elder Alexander Vance of Toms Creek as the pastor. The Big Glades (present county seat of Wise) Church was probably an arm of the Toms Creek Church, which is probably the second oldest church in the county. Elder Morgan T. Lipps, a prominent citizen in the county, and a later pastor of Big Glades Church, held a large revival at the old log church house in Big Glades in 1856 in which forty people professed religion and joined the church.⁶²

Although the Primitive Baptist faith was by far the most dominant religion in the early days before the formation of the county in 1856, it was not the only one. Prior to 1839, Reverend Reuben Steele, a Methodist preacher, had occasionally preached in Wise County. In 1840, the Guest River Circuit was formed, and in 1841, the Guest River Mission was established with Reverend R. B. Ketron as pastor. The Gladeville Circuit was organized soon thereafter and remained the only Methodist Circuit in the county until 1888, when Big Stone Gap became a two-point Methodist Circuit with Reverend W. H. Wampler as pastor.⁶³

Soon after 1845, Catholic priests from Wytheville occasionally ventured into the Wise County area to administer to the spiritual needs of the few Catholics scattered around the region. The first Catholic priests to live in Wise County came from St. Bernard's, Alabama, in 1902. The establishment of a Catholic congregation began with a sick call. Thomas Roach, a resident of

⁶¹Addington, The Story of Wise County, 252-54.

⁶²Ibid., 250.

⁶³Ibid., 257.

Stonega, lost two limbs in a railroad accident and called for a priest to administer the last rites. Reverend Ambrose Regar, pastor at Middlesboro, Kentucky, came over the mountain to Roach's bedside. For the remainder of the year, Father Regar, with assistance from Father Vincent Haegle, continued to journey to Stonega twice a month to say Mass and administer the Sacraments. After Christmas of 1902, Father Vincent Haegle was assigned as the Resident Pastor of Stonega. The Catholics maintained a strong presence in Stonega and continued to expand their faith to other regions of the county through the 1930s. By 1910, they had built churches at Dorchester, Glamorgan, and Toms Creek, all coal-company towns. In 1925, St. Anthony's Church in Norton was built with Father J. B. Quinn as the pastor, and in 1934, Sacred Heart Church in Big Stone Gap was built with Father Peter Aarts as the pastor.⁶⁴

Like most of the other religious faiths, the Presbyterians did not venture into Wise County until the late 1870s. Dr. Isaac S. Anderson, a Presbyterian minister from Wallen Creek, rode horseback to Three Forks (Big Stone Gap) sometime around 1879. He preached either outside under a grove of beech trees at the foot of Imboden Hill or in a nearby log house, depending upon the weather. Reverend John Ellis Wool of Petersburg began service in Wise County in 1890, and was responsible for building the Virginia City Church (97-192) in 1892. He also organized the Coeburn, Norton, and Big Stone Gap churches. Other Presbyterian congregations were started around the county over the next thirty years. VICC of Toms Creek built a church building for its Hungarian Presbyterians with Reverend John Ujlaky as the minister. Presbyterian congregations were begun in Appalachia, Big Stone Gap, and Powell Valley. And the dedicated Presbyterian minister, Mary S. Martin, was responsible for beginning congregations and building churches in three communities in eastern Wise County from 1922 until her death on April 2, 1942.⁶⁵

These congregations slowly replaced the multitude of small, pre-industrial, family churches scattered throughout the region in the isolated hollows and valleys. These family churches maintained a strict independence from the mainline denominations, and differences over doctrine led to a proliferation of these small churches throughout the region. The mountain church also served an important role as the center of community social life.⁶⁶

⁶⁴Ibid., 259-60.

⁶⁵Ibid., 258-59.

⁶⁶Eller, Miners, Millhands, and Mountaineers, 30.

Virginia City Church (97-192) (Figure 47) is located on the north side of US 58 A, .1 mile west of the junction with State Route 655, in eastern Wise County. Built in 1892, it is a one-story, frame and weatherboard, gable-roofed church measuring twenty feet by thirty-two feet. Despite two moves, and a possible third move due to site deterioration, this simple wooden building has retained most of its original features: four-over-four, double-hung, wood-sash windows with thick wooden sills; weatherboard siding installed with machine-cut nails, not wire nails; frame and weatherboard, pyramidal-roofed bell tower; paired, raised-panel, wood entrance doors; and interior, horizontal, wood paneling. Built to serve the newly-organized Presbyterian congregation of eastern Wise County, it is presently owned by the Mary Martin Presbyterian Church of Carfax, and is used weekly by members of the Pentecostal faith.

Cherry Grove Church (97-17) (Figure 48) is located on the south side of State Route 658, at the junction with State Route 659 in the community of Dry Fork in eastern Wise County. Built ca. 1895, it is one-story, frame and weatherboard, gable-roofed, and measures twenty-five feet by thirty-six feet. The six-over-six, double-hung, wood-sash windows have thick wooden sills and small, wood brackets supporting an angled drip board. The east and west gable ends feature diagonal, weatherboard siding just above the wall plate level, and above that is horizontal weatherboard siding with some courses cut to resemble sawtooth wood shingles. The building is situated on the Hall Farmstead (97-206), but the tradition is that the family charges no rent as long as the building is maintained. It is not clear what religious denomination built the church, but it is presently a Freewill Baptist church.

Tacoma United Methodist Church (97-254) (Figure 49), located on the east side of State Route 706, .1 mile south of the junction with US 58 A in the village of Tacoma, was built in 1906 on land donated by Joe and Cora Renfro. Measuring twenty-eight feet by forty-four feet, it is a one-story, frame and weatherboard, gable-roofed building now clad in vinyl siding. There are four feet by ten feet, frame and weatherboard, gable-roofed projections on the north and south sides of the church; the north projection is almost totally obscured by a recent, frame and vinyl siding, shed-roofed addition. A three-sided, hip-roofed extension (probably the apse) on the east elevation is almost totally obscured by a frame and German siding, shed-roofed addition. The southwest corner has a one-and-one-half-story, frame and weatherboard bell tower with a pyramidal roof atop a short hip roof, giving the roof a belcast appearance. On the west facade is a painted-glass window consisting of two, eight-light, fixed, wood sash topped by one-light, triangular-shaped, fixed, wood sash and both topped by a one-light, diamond-shaped, fixed, wood sash. Decorating the gable end above this window is a six-course, repeating, wood-shingle pattern consisting of

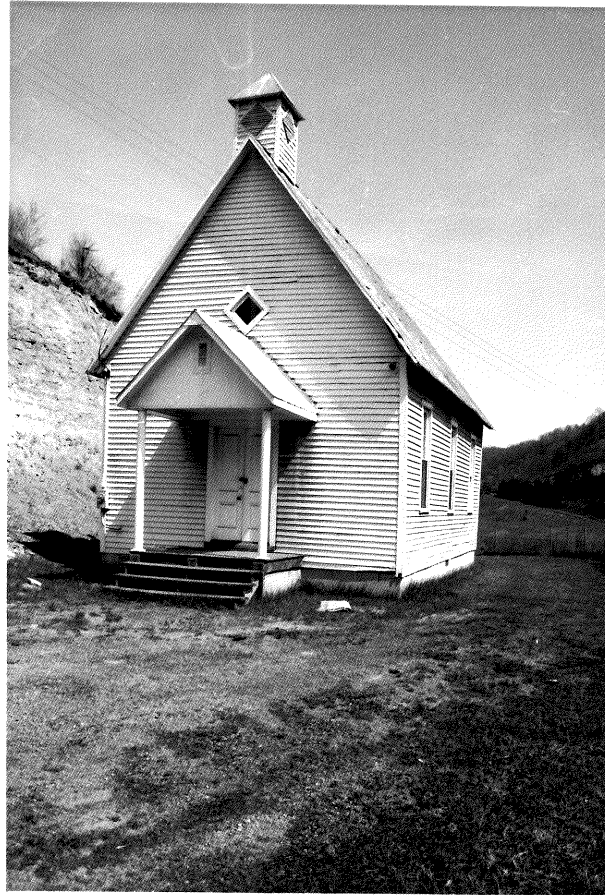


Figure 47: *Virginia City Church (97-192)*
South & East Elevations



Figure 48: *Cherry Grove Church (97-17)*
East & North Elevations



Figure 49: *Tacoma United Methodist Church (97-254)*
West Elevation

square-cut, even and staggered-courses, two sawtooth courses, and left and right chisel-point courses. The church survived a tornado in 1945 and a flood in 1977, and exists today in remarkably good condition.

Francis Pine Chapel (97-405) is located on the north side of State Route 631, .5 miles northeast of the junction with VA Route 83, in the Mill Creek community northeast of Pound in northeast Wise County. Built ca. 1910, it is a small, one-story, gable-roofed, frame building covered with German siding. It has two-over-two, double-hung, wood-sash windows and paired, raised-panel, wood entrance doors with a three-light, fixed, wood transom. Along the north gable end is a one-story, two-bay, gable-roofed, cinder block addition. On the south facade is a one-story, one-bay, gable-roofed porch with brick pedestals and paired, square, wood, box columns.

Old Bull Run Church (97-224) is located on the north side of State Route 736, .1 mile northeast of the junction with State Route 653, in the community of Banner, east of Coeburn. Expansion of US Route 58 A to four lanes in 1975 caused the one-story, frame and weatherboard, gable-roofed church to be moved from its original location a few miles east of its present location. Measuring twenty-four feet by thirty-six feet, it was built in 1931 with used lumber from buildings at the Toms Creek coal town owned by Virginia Iron, Coal and Coke Company (VICC). The only hint of decoration is the Gothic-arched, two-over-two, wood-sash windows. The church is used as a storage building by the present owner.

Mary Martin Memorial Presbyterian Church (97-200) is located on the south side of State Route 658, .1 mile west of the junction with State Route 657, near the Carfax community in eastern Wise County. It represents the transformation from a simple, rural, frame church to a more elaborate and substantial brick edifice. The first church on the property, called Bethany Chapel, is now used as a Sunday School building and fellowship hall. Built in 1929 with used lumber from buildings at the VICC company town of Toms Creek, the one-story, frame and weatherboard, gable-roofed chapel measures twenty-six feet by thirty-six feet. It retains the original two-over-two, double-hung, wood-sash windows but a differently-abled wooden access ramp has been added to the north facade and vinyl siding has been applied over the original weatherboard siding. Approximately 150 feet east is the one-story, gable-roofed, brick Mary Martin Memorial Presbyterian Church built in 1937 at a cost of \$4500. It measures thirty-two feet by fifty-four feet and has a steeply-pitched gable roof with a square, louvered belfry with a pyramidal roof. The eight-course Flemish variant brick walls have twelve-inch-square brick buttresses at the corners and between the windows on the side walls of the church. The one-over-one, double-hung, vinyl-sash windows have angled, rowlock-brick sills and protruding, Tudor-

arched, brick lintels with stucco infill. Mary S. Martin, of Norton, was an influential missionary preacher in eastern Wise County from about 1920 to 1940. She was responsible for repairing the Virginia City Church (97-192), building Bethany Chapel (part of 97-200) in 1929, building Mt. Olive Chapel in 1930, building the Bull Run Church (97-224) in 1931, and building the present Mary Martin Presbyterian Church (97-200) in 1939. She preached at each of the churches once a month.

Chestnut Grove Missionary Baptist Church (146-43), 239 Kentucky Avenue, Norton, is a one-story, gable-roofed, stretcher-bond brick church built in 1917-18. The north facade has a one-story, three-bay, brick entrance vestibule with paired, raised-panel, wood doors and a rectangular-shaped, brick-veneered bell tower with wood louvers and a hip roof. The lack of exterior ornamentation is offset by the decorative, leaded, stained-glass windows on the front and sides of the church.

First Baptist Church (146-7) (Figure 50), Ninth Street and Virginia Avenue, Norton, is a large, two-story, brick church built in the Colonial Revival style. Atop the cross-gable roof is a flat, square base supporting an octagonal, metal-roofed dome with a cupola. The west facade has a colossal, two-story, "in antis" portico, with round, masonry, Tuscan columns with Ionic capitals in the center and square, brick columns at the corners supporting a pedimented front gable with a round, traceried, fixed, wood-sash window. The base of the north corner column bears the date 1891, and the base of the south corner column has the date 1921. 1891 could be the date of the organization of the church, or the date of the first church building; but 1921 is most likely the date for the construction of the present church with its portico and dome. The second-story windows of the main body of the church, including those illuminating the balcony on the west side of the church, have smooth concrete sills, and two-course, rowlock-brick, round arches with smooth concrete keystones. A two-story, five-bay, brick Sunday School has been added to the east elevation.

Norton United Methodist Church (146-11) (Figure 51), northwest corner Eighth Street and Virginia Avenue, Norton, is a one-story, gable-roofed, stretcher-bond brick church built in 1923 in the Gothic Revival style. The east facade has four, square brick buttresses with concrete shoulders and molded-concrete, Gothic arches over the three recessed entrances. The paired, board-and-batten doors have colored-glass, fixed, wood transoms above. Above the east facade buttresses and entrances in the gable tympanum is a large, round, fixed, wood-sash window with twelve, teardrop-shaped, colored-glass lights. The church has a cast-concrete water table and cast-concrete window sills, lintels, and quoined, side trim. This church and the First Baptist Church (146-7) reflect the transition from small, frame rural churches to the more formal, architect-designed, churches associated with



Figure 50: *First Baptist Church (146-7), Norton
East & North Elevations*



Figure 51: *Norton United Methodist Church (146-11)
East Elevation*

the rise of industry and capitalism in Norton in the early twentieth century.

Coeburn United Methodist Church (97-5), 201 High Street, Coeburn, is a one-story, hip-roofed church with brick walls laid in six-course American bond. Built in 1910-12 upon a coursed, cut-stone-block foundation, it has parapet-walled, gable-roofed wings on three sides, each with a large, stained-glass, Gothic-arched window with triple-rowlock lintels and smooth concrete sills. At the southeast corner of the church is a two-and-one-half-story, hip-roofed, brick bell tower with hip roof and a six-sided cupola with a metal, belcast roof. The first floor has paired entrance doors on the east facade and a stained-glass window on the south elevation, both with two-course, rowlock-brick, Gothic arches. The second floor has tall, slender, stained-glass windows with two-course, rowlock-brick, round arches. On the west end of the church is a two-story, five-bay, hip-roofed, brick addition laid in six-course American-bond brick.

First Baptist Church (97-9), 701 Front Street, Coeburn, is a one-story, gable-roofed, stretcher-bond brick church built in 1913 in the Colonial Revival style. On the south facade overlooking US 58 A is a two-story, fully pedimented, temple front with large, masonry, Tuscan columns. The church has a soldier-row, brick water table, and tall, stained-glass windows with concrete sills, soldier-row lintels, and stack-bond side trim. A two-story, five-bay, brick addition extends from the northeast corner of the church. The interior has an altar alcove featuring fluted wood pilasters with composite capitals supporting a full pediment.

Wise Baptist Church (329-4-23), 107 North Spring Avenue, Wise, is a one-story, cross-gable-roofed, stretcher-bond brick church built in the Gothic Revival style. Built ca. 1910, it has colored-glass, Gothic-arched windows with a soldier-row and rowlock-brick lintel. At the south corner is a two-story, square, brick tower with a flared-eave, pyramidal roof. The first floor of the tower has a wood-paneled door with a Gothic-arched, colored-glass, fixed, wood-sash transom above. The second floor of the tower has colored-glass, Gothic-arched windows with a soldier-row and rowlock-brick lintel.

Trinity Methodist Church (329-4-4), 110 West Main Street, Wise, is a one-story, cross-gable-roofed, stretcher-bond brick church built in 1921 on a cut-stone-block foundation. The two main elevations, north and east, have three, rounded-arch, stained-glass windows set into recessed brick panels and round, stained-glass, fixed, wood-sash windows in the gable tympanums. The north corner of the church features a square, two-story, one-bay, stretcher-bond brick tower with a castellated parapet wall. The church is surrounded by a low, cut-stone-block retaining wall with square, cut-stone posts and horizontal metal-pipe railing.

Pound United Methodist Church (97-414) is located on a hill overlooking the downtown commercial region of Pound along the Pound River to the south and east. A one-story, frame and weatherboard, gable-roofed church was built in 1884 on a one-half-acre plot of land donated by James and Nancy Robinson (Roberson). This building followed several log church buildings on or near the site. The church was damaged by a storm in the early 1900s, and in 1936 a Sunday School and a fellowship hall were added to the north elevation of the church.⁶⁷

Revival Memorial Methodist Episcopal Church (97-26) (Figure 52), 527 Main Street, Appalachia, is commonly known as the United Methodist Church. Built in 1910 in an unusual, Greek-cross plan, the Colonial Revival-style church is one-story, hip-roofed, and has coursed, cut-stone-block walls and foundation. Three elevations feature cross gables with large stained-glass windows with cut-stone sills and round arches with keystones. The southeast facade has a one-story, hip-roofed entrance porch on either side of a projecting cross gable. Each recessed, wood-paneled doorway has paired, wood doors with a four-light, fixed, wood transom and wood pilasters supporting a full entablature. The southwest and the northwest elevations have cut-stone-block additions with several hip-roofed dormers.

First Baptist Church (97-32), 401-3 Kilbourne Avenue, Appalachia, was built in 1913-14 in the Gothic Revival style. It is a one-story, gable-roofed, brick building with several decorative features. The brick walls are laid in a true Flemish-bond pattern with random glazed headers and a sepia-colored mortar joint. It has buttresses and corners of a rough-textured brick. At the southwest corner is a two-story, square brick tower with crenelated-parapet walls and a mousetooth brick cornice. All bays, whether windows, doors, or louvers, have three-course (two rowlock and one projecting header row) brick arches and smooth concrete sills. All are Gothic arches except for the round arches of the entrance doors in the tower and the large, stained-glass window on the south facade. The church is further accentuated by the rough-textured brick corners and pilasters which create inset panels around the doors and windows. The west elevation has a slightly-projecting cross gable with a round stained-glass window with a rowlock and projecting, header-row surround. On the north elevation is a two-story, six-bay, hip-roofed brick addition set on a raised basement.

First Presbyterian Church (97-34), 209 Spruce Street, Appalachia, is a two-story, gable-roofed, stretcher-bond brick church built in the Gothic Revival style. The concrete date plaque near the east corner on the north facade reads: First Presbyterian Church, Laid by AF & AM No. 229, 1927. The Appalachia Presbyterian

⁶⁷Robertson and Brown, eds., The History of The Pound, 304.



Figure 52: *Revival Memorial
Methodist Episcopal Church (97-26)
Southwest & Southeast Elevations*

Church was organized in November, 1920, and met in a temporary church erected by John W. Guntner at his own expense in the front yard of his home at the corner of Main Street and Inman Road.⁶⁸ The present brick building has square, concrete-shouldered, brick buttresses at the corners and along the side walls. The north facade has a large, stained-glass window with a Tudor arch of soldier-row brick and side trim laid in stack bond. The parapet-walled, gable roof has a smooth concrete cap. All the double-hung, stained-glass, wood-sash windows throughout the church have concrete sills and slightly-projecting soldier-row lintels resembling label molding. At the northeast corner is a three-story, square, brick tower with brick corner buttresses and Tudor-arched, wood louvers with a soldier-row brick arch and stack-bond brick side trim. The tower has a crenelated-parapet wall with a decorative, corbeled brick cornice. At the south end of the church is a five-sided, frame and German-siding, hip-roofed wing, probably the apse. It appears to be part of the original construction of the church, because the south end of the church is frame and German siding, with square, brick chimneys on either side of the apse. The church exists at the edge of a residential neighborhood north of it and the downtown commercial area south across the Powell River.

Christ Episcopal Church (101-5), at the southeast corner of Clinton Avenue and East First Street, Big Stone Gap, is an important, unaltered, late-nineteenth-century property listed in the National Register and the Virginia Landmarks Register. Measuring forty feet by forty-four feet in a cross-shaped floor plan, it is a frame and weatherboard, gable-roofed church with late-Victorian detailing. The north end of the roof has a small, square, frame and weatherboard belfry containing the original church bell. The interior walls have diagonal, flushboard paneling, and the open ceiling features large wooden arches clamped together with metal bands. The following brief history of the church shows that the original form and fabric remains:

- 1891 --- Architect T. Buckler Chequior of Baltimore is commissioned to design the church.
- 1891-92 --- Church built by C. E. Bibbs, contractor, and C. E. Spalding, finish woodworker.
- 1915 --- Choir room added at southwest corner.
- 1925 --- Stained-glass windows added.
- 1941 --- The altar raised.
- 1942 --- Sanctuary and entrance porch enlarged.

This is an important church because it represents a stylistic contrast to the simple early churches common before the industrial development of Wise County.

⁶⁸Addington, The Story of Wise County, 258-59.

Church Ruins (101-31) are located on the southwest corner of Cumberland Avenue, West (US 58 A) and West 13th Street, at the western edge of the Big Stone Gap town limits. Only parts of the random-rubble stone walls remain of this simple, one-story, twenty-four-foot by thirty-two-foot church. Some attempt was made at elaboration because the stucco covering the walls was scored to resemble coursed ashlar. But the crude lettering carved into the cornerstone reveals much about the builder of the church:

OCT 15, 1905
 HAV FAITH IN
 GOD, WITHOUT FAITH
 IT IS IMPOSSIBLE PLE
 A GOD

Williams Chapel A. M. E. Zion Church (101-60) (Figure 53), southwest corner of East Fifth Street, North and Third Avenue, East, Big Stone Gap, is the best-preserved and least-altered of the three A. M. E. churches built in Wise County. The concrete cornerstone at the north corner reveals it was built in 1912 with J. H. Byers as the pastor. It is a one-story, cross-gable-roofed church built of rock-faced concrete blocks with a smooth concrete block water table and a course of garland-decorated, concrete block at the cornice level. Leaded, diamond-pattern, Gothic-arched, colored-glass windows are on three sides of the church. At the north corner is a two-story, gable-roofed, rock-faced, concrete block tower. The paired entrance doors in the tower have a leaded, diamond-pattern, Gothic-arched, colored-glass transom. The original bell has been removed from the tower and placed on cinder block piers near the north corner of the tower. There is a one-story, shed-roofed, cinder block addition at the west corner. This architecturally unique church is also significant as one of only a few African-American-related resources in Wise County.

Mt. Hermon Presbyterian Church (101-57-010) (Figure 54), north corner of Gilley Avenue and East Second Street, South, Big Stone Gap, is a one-story, frame and weatherboard, gable-roofed church set on a poured concrete foundation. Probably built ca. 1920, it was organized under the Freedman Bureau of the Northern Presbyterian Church for the colored people under the guidance of Dr. Isaac S. Anderson.⁶⁹ It has leaded, Gothic-arched, stained-glass, double-hung, wood-sash windows with flower motifs. At the south corner is a two-story, frame and weatherboard, hip-roofed bell tower with paired, entrance doors with a leaded, Gothic-arched, stained-glass transom. On the northwest elevation is a two-story, three-bay, cinder block addition with a shed roof.

⁶⁹Ibid., 258.



Figure 53: *Williams Chapel A. M. E. Zion Church (101-60)*
Northeast & Northwest Elevations

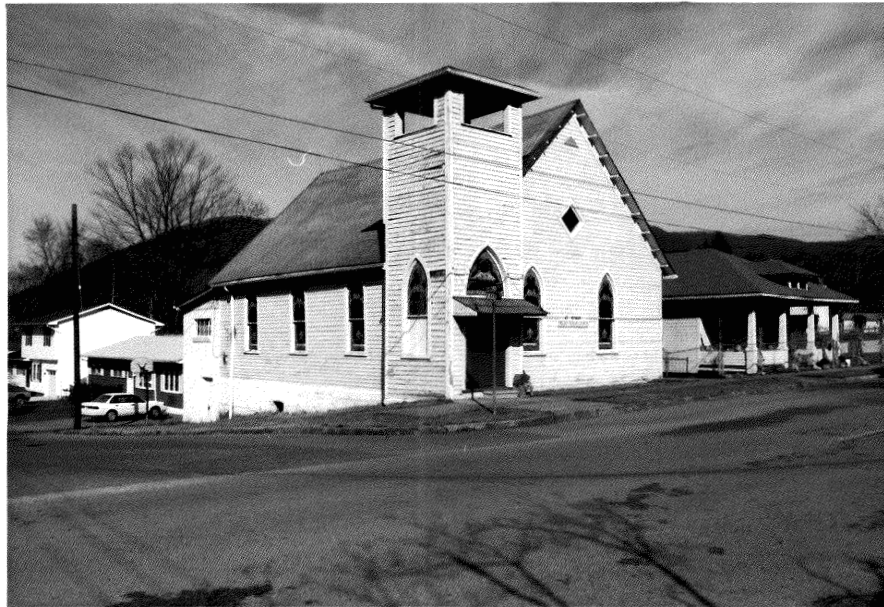


Figure 54: *Mt. Hermon Presbyterian Church (101-57-010)*
Southwest & Southeast Elevations

Presbyterian Church of Big Stone Gap (101-7), east corner of Clinton Avenue and East Third Street, South, Big Stone Gap, is a one-story, gable-roofed, stretcher-bond brick church built ca. 1920 in the Colonial Revival style. The northwest facade has a temple front with fluted wood columns with Ionic capitals supporting a full pediment with a circular, wood-sash window with tracery. Under the portico are paired, wood-paneled doors with a Gothic-arched panel over three vertical panels topped with a bracketed, fully-pedimented canopy with dentil molding. Flanking the door are triple, colored-glass, fixed, wood-sash windows topped with a bracketed, fully-pedimented canopy with dentil molding. The side walls of the church have a three-course brick water table and brick pilasters with cut-stone bases and capitals between the windows creating inset window panels. The nine-over-nine, colored-glass, double-hung, wood-sash windows have cut-stone sills and lintels. The Colonial Revival-style detailing is continued in the full entablature cornice with dentil molding and a hidden gutter. Covering and extending beyond the southeast elevation is a one-story, four-bay-wide by ten-bay-deep, flat-roofed, brick wing with eight-over-twelve, double-hung, wood-sash windows and brick parapet walls topped with clay tile. The east end of the wing is connected to a one-story, three-bay, gable-roofed, brick addition.

Imboden Methodist Church (97-51) is located on the south side of VA Route 68, 2 miles southwest of the junction with US 58 A in Appalachia. Built ca. 1905 in the Gothic Revival style on a cut-stone-block foundation, the one-story, frame and weatherboard church has a gable roof with cornice returns and eave and rake frieze boards. It has two-over-two, double-hung, wood-sash windows with Gothic-arched transoms with tracery. At the northeast corner is a two-story, square, frame and weatherboard, hip-roofed bell tower with Gothic-arched, fixed, wood-sash windows and triple, Gothic-arched, wood louvers. It is a well-preserved rural church built as part of the Imboden Coal Company town. This church and the three following churches survive as reminders of religious and social life in the coal company towns of western Wise County.

Roda Baptist Mission (97-47) (Figure 55) is located on the west side of State Route 685, 2.7 miles northwest of the junction with VA Route 78 north of Appalachia. Built ca. 1905 in the Gothic Revival style to serve the Methodist congregation of the Stonega Coke and Coal (SCC) company town of Roda, it is a one-story, frame and weatherboard, gable-roofed church set on a solid brick foundation. At the southeast corner, set at an angle to the main body of the church, is a two-story, square, frame and weatherboard, bell tower with a pyramidal roof capped with a finial in the shape of a metal cross. The tower has paired, wood doors with one light over three panels, topped with a Gothic-arched wood transom with tracery. The top level has triple, Gothic-arched wood louvers on all four sides. The two-over-two,

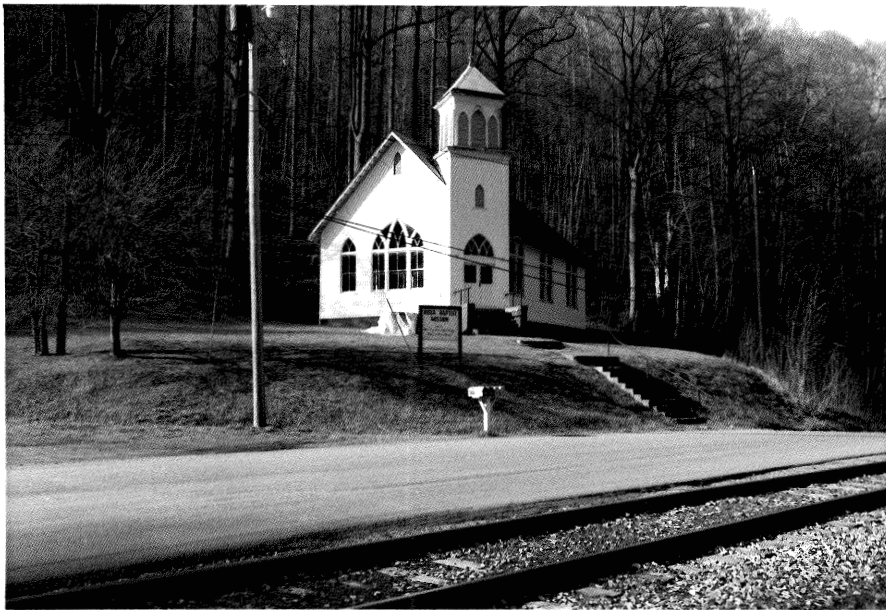


Figure 55: *Roda Baptist Mission (97-47)*
South & East Elevations

double-hung, wood-sash windows throughout the church have Gothic-arched wood transoms with tracery. The only change has been the application of vinyl siding in September, 1994.

Dunbar United Methodist Church (97-373) is located on the southwest side of State Route 603 at the junction with Acorn Road in the village of Dunbar. Built ca. 1920 in the Gothic Revival style as part of the SCC company town of Dunbar, it is a one-story, frame and weatherboard, gable-roofed church set on a solid brick foundation. At the north corner is a two-story, frame entrance tower with diagonal vinyl siding and crenelated-parapet walls. The paired doors of the entrance tower have a Gothic-arched wood transom with tracery, as do the two-over-two, double-hung, wood-sash windows of the main body of the church. Vinyl siding has been applied over the original weatherboard siding.

Derby United Methodist Church (97-49) is located on the north side of State Route 686, about 1.5 miles west of the junction with VA 78 north of Appalachia. Built in 1923 as part of the last company town built by SCC, it is a one-story, gable-roofed, Gothic Revival-style brick church set on a concrete foundation. At the southwest corner is a two-story, square, brick bell tower with a corbeled brick cornice and a low-pitched hip roof. The paired, wood, entrance doors and wood louvers of the second floor of the tower, the four-over-four, double-hung, wood-sash windows, and the triple four-over-four, double-hung, wood-sash window on the south facade have Gothic-arched, wood transoms with tracery. In excellent condition, the church is a vital part of the Derby community and part of the proposed Derby Historic District.

Powell's Valley Presbyterian Church (97-313) is situated on the west side of East 27th Street (Route 1003) at the junction with Third Avenue, East (Route 1009), two blocks east of the Big Stone Gap town limits. Built in 1946-48, it is a one-story, gable-roofed church with coursed limestone walls and double-shouldered buttresses. The four-light metal-casement windows have round limestone arches with keystones and limestone sills. The north facade has a one-story, gable-roofed, limestone, entrance bay with paired, board-and-batten doors with a flat steel lintel. Above the doors is a round limestone arch over an inset limestone panel shielding an inset, polished granite panel with a rough-carved, granite urn and the inscription: "Nec tamen consumebatur." Although not quite fifty years old, this church represents the use of indigenous materials by local craftsmen in the construction of a truly vernacular building.

Independent Bible Church (97-399) (Figure 56) is located on the south side of State Route 671, 1.4 miles east of the junction with State Route 620, near the community of Dewey in northern Wise County. Constructed in the Gothic Revival style over a nine-year period by church members and local craftsmen assisted by the pastor's father, a building contractor from New Jersey,



Figure 56: *Independent Bible Church (97-399)*
North Elevation

the one-story, frame and asbestos shingle church with a double-pitched gable roof was completed in 1958.⁷⁰ The north facade has a one-story, frame and asbestos siding, entrance bay with paired, wood-paneled doors. In the church gable above the entrance bay is a Gothic-arched, wood, lunette window with frosted glass. On either side of the north entrance bay are Gothic-arched, fixed, wood-sash windows with frosted glass. There is a one-story, frame and asbestos siding, gable-roofed wing on the south elevation. This church and the Powell's Valley Presbyterian Church (97-313) are good examples of local response to the community need for a house of religious worship. Their construction recalled the bygone days of strong community involvement in the building and maintenance of neighborhood churches.

⁷⁰Robertson and Brown, eds., The History of The Pound, 300.

THEME: RECREATION/ARTS

RESOURCE TYPE: Museum, Writer's House, Music Hall, City Park, Movie Theater.

The traditional forms of entertainment in the Appalachian Mountains have always centered around family and religious gatherings. The life of the pre-industrial subsistence farmer was almost entirely concerned with the production, gathering, and storage of food products for the family, as well as the other daily chores such as feeding and caring for livestock and cutting firewood. This is not to say that the mountain farmer's life was all work and no play, for there are several strong oral traditions that have arisen out of this isolated environment: playing and singing of music, and the telling of stories, sometimes called "Jack Tales."

"Jack tales" are long, episodic, oral prose narratives that chronicle the fictional adventures of a poor, teenaged, Appalachian farm boy named Jack as he journeys from his home on an eventually successful quest to eliminate poverty from his and his family's lives. Jack's success is usually due to the nature of his character: a clever, quick-thinking trickster, basically virtuous and kind (but capable of cruelty, violence, and deceit), who regularly displays skill, courage, industry, perseverance, imagination, independence, and a propensity for attracting good luck and supra normal assistance. Jack tales are derived ultimately from an international and widely distributed fund of traditional tale types and motifs, but correspond more closely to European (especially British) *Marchen* and African trickster stories. Appalachian storytellers have combined these inherited native elements with their creative imaginations and regional ethos into verbal art that both reflects and informs the Appalachian worldview.⁷¹ The stories of "Jack's" amazing accomplishments take on additional significance when weighed against the popular public image of the Appalachian mountaineer as backward, degenerate, and uncivilized.

This form of entertainment, informal gatherings with singing, dancing, and story telling, was perfectly suited to the geographic isolation of the early Appalachian settlers. These oral traditions are the dominant form of Appalachian entertainment and continue to be popular today. Numerous local authors have recently published books of collected stories and Jack tales centered around the Wise County region. As well, a couple of old schools that have been converted into community

⁷¹Charles Reagan Wilson & William Ferris, coeditors, Encyclopedia of Southern Culture, "Jack Tales", William E. Lightfoot, 507-07.

centers, Tacoma School (97-1) and Fairview School (97-240), are the scene of weekly bluegrass and acoustic music, including such local traditions as square dancing, clogging, and cakewalks.

The traditional Appalachian handicrafts, quilting, spinning and weaving, and whittling and carving, were born of necessity. These things were created for the family using traditional methods and techniques, and were based solely on the needs of the family and not any other outside force. The Foxfire books have done much to bring these crafts and art forms to the public consciousness, as well as promote their continued use and survival.⁷²

Although no structures remain, a number of amusement and entertainment related facilities were among those added to the public buildings of the coal towns during the patrician or paternal phase of the development of the coal towns. The coal operators built stores, commissaries, hospitals, schools, and amusement halls. George Wolfe, manager of Winding Gulf (West Virginia) Colliery, wrote to his boss Justus Collins to suggest that a better strategy for securing labor might be to build places of amusement rather than continue building houses, especially since twenty-six houses were empty. He went on to say that there was no form of amusement and that people "quarrel, bicker, and fight constantly."⁷³ Westmoreland Coal Company, formerly Stonega Coke and Coal Company, has accurate company records that detail the public buildings erected in the coal towns of Wise County. But with the emergence of the labor unions in the 1920s and 30s, as well as increased international coal competition beginning in the 1940s, public buildings of the coal towns were the first to be abandoned. All of the entertainment-related resources of the Wise County coal towns have disappeared from the landscape due to arson, neglect, and vandalism. But the coal company records survive to remind us that the non-work time of the company town miner was becoming a greater and greater concern of the operators.

Southwest Virginia Museum (101-2), north corner of Wood Avenue and First Street, Big Stone Gap, is a National Register and Virginia Landmark property. Built for General Rufus A. Ayers between 1888 and 1895, it is one of the largest Victorian-era houses in Southwest Virginia. The two-and-one-half-story, hip-roofed building has massive sandstone walls that are an impressive example of the stonemason's art. The interior retains all of its original, quarter-sawn oak woodwork. The house is set on a small rise overlooking the town and the property is surrounded by a low retaining wall of large, sandstone blocks.

⁷²Eliot Wigginton, editor, Foxfire, Volumes 1 - 9.

⁷³Shifflett, Coal Towns, 57.

General Ayers served as attorney general of Virginia from 1886 to 1890 and served in various other political capacities. He is best known for his acute entrepreneurial skills as the organizer and manager of several large corporations involved in the extraction of valuable minerals from the earth. The most prominent of these positions was as an organizer and director of the Virginia Coal and Iron Company (VCI). Begun in 1881 as the first organized coal company in Wise County, it became the major builder of coal company towns in the county over the next thirty years. General Ayers maintained a high level of political and industrial prominence throughout his life, and the house symbolizes that prosperity. Acquired by the Commonwealth of Virginia from the C. Bascom Slemph Foundation in 1946, it officially opened as the Southwest Virginia Museum in 1948. Now operating as part of the Virginia State Park System, the museum offers a wide variety of programs, workshops, guest speakers, and tours as well four floors (including the basement and attic stories) of artifacts showcasing the lifestyle of early Southwest Virginia pioneers and founders of Big Stone Gap.

John Fox, Jr., House (101-1), northwest corner of Shawnee Avenue and East Second Street, Big Stone Gap, is listed in the National Register and the Virginia Landmarks Register. John Fox, Jr., novelist of the mountaineers' struggle to cope with the mining era and a more modern lifestyle, lived and wrote here, drawing inspiration from the people and culture of the region. He is best remembered for two works, The Little Shepherd of Kingdom Come and The Trail of the Lonesome Pine, both of which were best sellers. The frame and wood shingle house was begun ca. 1890 for Fox's two eldest brothers, who came to Big Stone Gap from Kentucky as investors in mining options. Over the next twenty years the house grew from a one-story, four-room cottage to a two-story, twenty-room house as several additions were made to accommodate more members of the family, including John Fox, Jr., and his wife, Viennese prima donna, Fritzi Scheff. Throughout their ownership, which lasted until 1971, the Foxes made the homeplace a cultural and social center. The property is now maintained as a museum by the Lonesome Pine Arts and Crafts Association.

June Tolliver House (101-3), southeast corner of Clinton Avenue and Jerome Street, Big Stone Gap, is listed in the National Register and the Virginia Landmarks Register. This two-story, modified Queen Anne-style house, typical of Southwest Virginia's late-nineteenth-century boom architecture, was the residence of June Morris during the time of her schooling at Big Stone Gap. She was the local woman after whom the writer John Fox, Jr., patterned June Tolliver, heroine of his novel The Trail of the Lonesome Pine, published in 1908. In the book, this sheltered daughter of a local family falls in love with a mining engineer. Portraying the cultural clash that came with the region's mining boom, the book was one of the most popular of its time. The

house is preserved as a literary landmark, with the novel that made it famous reenacted here seasonally as an outdoor drama. This outdoor drama has been performed each summer for the last thirty-one years.

Country Cabin (97-59) is situated on a 1.2-acre triangular-shaped lot on the south side of US Routes 23 & 58 A, .1 mile east of the junction with State Route 790, near the community of Josephine just west of Norton. Significant for its long-term use as an Appalachian-culture community center, the cabin is nestled between the Powell River about 150 feet to the south and busy US Routes 23 & 58 A about seventy-five feet to the north. Measuring twenty feet by forty feet, it is a one-story, three-bay, gable-roofed, saddle-notched log structure set on stone piers. It has paired, one-over-one, double-hung, wood-sash windows and a large random rubble chimney on the east end. A nine-foot-by-twelve-foot, one-story, gable-roofed, saddle-notched log porch extends from the south facade and is accessed by four, random-rubble stone steps.

The Country Cabin was originally owned by members of the O'Neil family, residents of Josephine. Concerned with preserving the culture of her community, Katherine (Kate) O'Neil Peters Sturgill, daughter of Irish immigrants William and Henrietta O'Neil, sought the creation of a community center. Her father is said to have agreed to donate the property to his daughter if she could persuade local leaders to fund a community center. Kate O'Neil was able to persuade local government officials to fund the project under the Works Progress Administration program. About 1937, local men began constructing a rustic log cabin to be used for recreational purposes. Once it was in place, young Kate O'Neil, who was locally popular for her folk singing and ballad songwriting, conducted musical programs, taught guitar lessons, and organized community gatherings at the cabin. Under O'Neil's direction, the cabin was host to square dances, box suppers, and cakewalks. Additionally, a local banjo player named Dock Boggs, who later played at Carnegie Hall, often joined O'Neil at the cabin to play music.

Around 1952, the State Highway Department removed the cabin's kitchen for road expansion, and the property was sold to a local coal operator, Bill Humphries. He offered it as a residential rental property until around 1977, when select local residents, including Kate O'Neil's son, Fred Peters, began to use the cabin as a recreational facility once again. In 1988, Humphries Enterprises deeded the cabin and property to Appalachian Traditions, Inc., a non-profit organization devoted to cultural programs and entertainment. Since its resurrection in 1977 as a community center, the Country Cabin has been continually used to promote traditional Appalachian heritage through music, dance, and cultural programs, echoing its original 1937 function and design.

Bullitt Park (101-57-15), Big Stone Gap, is a roughly two-acre site situated along the Powell River at the northwest end of East First Street and is the largest of several parks owned and operated by the town. A date plaque on the west face of the entrance gates to the park reads: "Dedicated November 9, 1935 to perpetuate the ideals of good sportsmanship exemplified in the life of Joshua Fry Bullitt, 1856-1932". The park has entrance walls and posts of cut stone with concrete caps at the ends of First and Second Streets. The park contains a football stadium with a seating capacity of 3,500 as well as tennis courts, fitness trails, playground equipment, and picnic shelters. There are two, hip-roofed, picnic pavilions set on ground-set tree-stump posts with concrete floors and picnic benches and tables. The site also contains a one-story, gable-roofed, cut-stone-block structure with large, cut-stone-block chimneys on each end. Measuring twenty feet by forty feet, it was probably built as an entertainment pavilion, as there are two large openings on the side walls that have been infilled with plywood. It now houses the restrooms for park patrons. Bullitt Park is the only known, historic, designated park in Wise County.

Bolling Theater (146-24) (Figure 57), Park Avenue, Norton, is two-story, gable-roofed, brick and stucco building with curvilinear parapet walls. Built ca. 1920 in the Spanish Colonial Revival style, the southeast facade has a commercial glass and wood entrance on the first floor, an elaborate and decorative second floor, and a pantile pent roof. The two-light, metal-sash, casement windows with metal-sash sidelights and transoms are topped by terra cotta round arches with terra cotta panels depicting two winged cherubs holding a cartouche. The windows are grouped into pairs and each window and round arch is separated by a spiral terra cotta column. The second-floor facade also has square corner pilasters with terra cotta caps and two mid-wall pilasters (with terra cotta caps and urns) defining a central curvilinear parapet wall with a terra cotta cap. Centered in the parapet wall is a round terra cotta panel depicting a beauty holding a harp and a cornucopia. This old theater building now has mixed use, but the unique, Spanish Colonial Revival-style facade remains in unaltered condition.



Figure 57: *Bolling Theater (164-24)*
South Elevation

THEME: COMMERCE/TRADE

RESOURCE TYPE: Stores, Office Buildings, Warehouse.

The places of commercial exchange in the county, including stores, office buildings, and other miscellaneous structures, range from small rural stores, usually of frame construction, to the more formal, two-story, brick buildings of the commercial districts of the towns. Throughout the nineteenth century, commercial trade in the southern Appalachian Mountains existed within a context of local and regional, rather than national markets. The arrival of the railroads and the coal industry in the early 1890s opened up Wise County to commercial development and ushered in the era of small downtown businessmen catering to the needs of the masses flocking to the burgeoning coalfields. Almost overnight, the Main Streets of the county replaced the country crossroads as the principal marketplace.

Prior to 1880, the mountain farmer was connected to the larger community through a network of trails, dirt roads, rivers, and streams. Most early retail establishments were located at points where these roads and waterways intersected. The travelers on these routes also provided the mountain farmer with a market for his surplus livestock, grain, and produce. Some even established "stands" where animals could be fed and watered and travelers could find overnight accommodations. Some of these "stands" developed into local trading centers where farmers could exchange the produce of their farms for retail goods. As late as the 1880s, these establishments were not only the hub of the commercial life for the surrounding community, but also served as the local post office.⁷⁴

It is believed that Daniel Henry Short established a blacksmith shop on Lick Fork of the Pound River ca. 1845, and operated it continuously until his death in 1890. It was a log building set on stone piers with a large chimney on one end. Only a few foundation stones remain of that building.⁷⁵

The Robinson Water Mill was located on the banks of the Pound River near the site of the present day town, strategically situated near the north/south trade routes through the region. It was built in the early 1800s by James Mullins and Littleberry Robinson and soon sold to William Roberson, a prosperous farmer and large landholder in the region. Historic photographs reveal it to be a two-story, frame and weatherboard (suggesting a later date), gable-roofed mill atop a one-story, coursed, cut-stone-

⁷⁴Eller, Miners, Millhands, and Mountaineers, 14.

⁷⁵Robertson and Brown, eds., The History of The Pound, 305.

block base built over the river. A dam was built across the river and water was diverted through tunnels to provide power to the milling and grinding machinery. Attached to the mill, and using the water to power its machinery, was a sawmill that became an active part of the mill business. Trading for about 100 years, but limited to corn grinding in the latter years, the building and dam was completely destroyed by high flood waters during the summer of 1942.⁷⁶

Family records, oral histories, and historic photographs are the main source of information about the myriad of small business ventures of the isolated rural regions of the county. Impermanent structures that housed temporary sawmills once dotted the hillsides of the area. Some of these mills were created solely for the exploitation of the timber, others were part of family farming operations that responded to changes in the rural marketplace of late-nineteenth-century Wise County. No significant structures were found to represent this once prominent aspect of the county's early history.

As seen in the following list of historic, commercial enterprises in the county, small crossroads stores were the dominant form of rural trade until about 1920 in most of the county and earlier in some regions. The development of the timber and coal resources resulted in a shifting of the rural businesses to the commercial districts of the incorporated towns that sprung up in the county in the last quarter of the nineteenth and the first quarter of the twentieth centuries. This industrial activity attracted merchants, small coal operators, lawyers, bankers, and land speculators. The most significant new capitalists were the small town merchants who were contributing members of the community or town in which they lived. It is these buildings which comprise the greatest percentage of the historic commercial enterprises of the county.

Stores

Commercial Building (97-178-3), located at the southwest corner of Russell Street and Fifth Avenue in St. Paul is a two-story, parapet-walled, gable-roofed, stretcher-bond brick building with randomly-spaced glazed stretchers. The 1927 Sanborn Fire Insurance maps identify this building as an auto sales, storage, and repairing business. A long slender building, it has two large openings at the north end of the east elevation. The south facade features large window openings with angled rowlock-brick sills and flat steel lintels with soldier-row brick above. The openings have been infilled with frame and plywood, and it

⁷⁶Ibid., 307-08.

appears to be used as a storage building for the hardware and furniture store located across the street.

Commercial Building (97-178-7), located on the south side of Russell Street between Third and Fourth Avenues in St. Paul, is a three-story brick building built ca. 1910. The 1927 Sanborn Fire Insurance maps identify this building as a wholesale hardware business, it now houses a law firm. The north facade has centrally-placed doors on the first and second floors flanked by large window openings with angled rowlock-brick sills and flat steel lintels with soldier-row brick above. The openings have been infilled with frame and diagonal flushboard siding and modern one-over-one, double-hung, wood-sash windows. The one-over-one, double-hung, wood-sash windows on the third floor of the north facade have flat steel lintels with soldier-row brick above and angled rowlock-brick sills that are part of a projecting brick course that forms a rectangular-shaped, inset, brick panel.

Hall Farmstead (97-206) is located on both sides of State Route 658, .1 mile northwest of the junction with State Route 659 in the Dry Fork community between St. Paul and Coeburn. Because the farm owner, Fred Hall, operated a store and gas station here, it represents the entrepreneurial transition many rural farmers made in the early twentieth century. Its location on the early transportation route between rural eastern Wise County and Coeburn contributed to its emergence as a commercial venture. The store is on the north side of Route 658 (Dry Fork Road) and is a one-story, five-bay, frame and weatherboard, shed-roofed building measuring twenty feet by thirty-six feet. Built ca. 1925, it has a mix of one-over-one and two-over-two, double-hung, wood-sash windows and a wood-paneled entrance door. The gas station is located east of the store on the north side of the road. Also built ca. 1925, it is a one-story, four-bay, shed-roofed, frame and weatherboard building. Measuring approximately twenty-eight feet by forty feet, it has a mixture of six-over-six and two-over-two, double-hung, wood-sash windows. Both buildings have been covered with vinyl siding and are used for storage.

Commercial Buildings (97-4), standing on the north side of Front Street between Grand and Centre Avenues in Coeburn are a block of two-story, brick, commercial buildings that replaced mostly frame buildings damaged in a series of fires in the first quarter of the twentieth century. Mostly built between 1920 and 1930, they all feature commercial glass store fronts on the first floor and double-hung, wood-sash windows on the second floor. Lay's Hardware and Furniture Company, which conducted business until 1994, is the best preserved example on the block. The east end is a three-story, shed-roofed, parapet-walled building with brick corner pilasters and a corbeled cornice creating an inset panel covering the second and third floors. The original window openings are unchanged--concrete sill, a flat steel lintel

supporting a basket-weave brick panel, and stack-bond brick side trim--but the openings have been partially infilled with frame and plywood and metal-frame awning windows. The west end is a two-story, shed-roofed, stepped-parapet-walled, brick building inset panel across the entire south facade of the second floor. The first-floor store front is metal-sash glass surrounded by black carrera marble panels. The second floor has four-over-one, double-hung, wood-sash windows with angled rowlock-brick sills and flat steel lintels supporting a course of soldier-row brick. Although the nature of the business transacted in the downtown stores has changed, the goods and services they provide remain a vital part of the local economy.

Coeburn Produce Building (97-228-6), located at the northeast corner of Second Street and Grand Avenue in Coeburn, is a two-story, frame and German siding, shed-roofed structure built ca. 1910. It has one-over-one, double-hung, wood-sash windows and a bracketed cornice on the south facade. Probably built to house a hardware and building supply business, Coeburn Produce was originally located in a brick building southwest across the intersection from the present frame building.

Hartsock Commercial Building (97-234) is located about 100 feet east of VA 72, .5 miles north of the junction with US 58 A in the Bondtown community in north Coeburn. The narrow lot with the building is sandwiched between Toms Creek and the railroad tracks. Built in 1914, it has six-course, American-bond brick walls with square, brick buttresses with concrete caps. A decorative building, the first-floor door and window openings have triple-rowlock, segmental, brick arches with concrete keystones topped with a projecting header course. The curving northeast corner of the building has a wood door with one light, and reeded pilasters and pinnths supporting Ionic capitals and a fixed wood transom above. Privately owned, the building has been used and maintained by the Spoken Word Tabernacle since 1964.

Culbertson Commercial/Residential (97-243) is located on a triangular-shaped lot at the junction of US 58 A, VA 72, and State Route 813 in Coeburn. Built in 1943 by Maynard and Jackie Culbertson, it is a two-story, rock-faced concrete-block building with a shed roof hidden on three sides by stepped-parapet walls with a tile cap. The Culbertsons operated a grocery store on the first floor and lived on the second floor from 1943 to 1970. The south facade has a stretcher-bond brick wall and an inset entrance with a two-light, fixed, wood transom. The second-floor apartment retains its all-metal, "Youngstown" kitchen cabinets, and black-Formica counter top with a chrome back splash.

Commercial Building (146-4), 746-54 Park Avenue, Norton, is a three-story, stretcher-bond brick structure built ca. 1900 in the Victorian Italianate style. Little altered and well preserved,

it is part of a block of other brick commercial buildings that have been heavily altered. The second and third floors of the south facade have fourteen bays formed by brick pilasters and a three-course, stepped-brick arch comprised of rowlock, soldier-row, and rowlock courses. The windows are a mixture of four-over-four, double-hung, wood-sash windows (probably the original windows), four-light, metal, casement windows, and openings infilled with glass blocks. The north elevation has two two-story, flat-roofed, brick additions.

Kemmerer Building (146-56-6), northwest corner of Ninth Street and Park Avenue, Norton, is a combination store/office building built ca. 1910 in the Colonial Revival style. The Flemish-bond brick walls have a molded-concrete string course on the north and east facades of the building. The Park Avenue (north) facade has been obscured by a false-mansard canopy roof, but this was the main store entrance for the building. The Ninth Street (east) facade has brick pilasters with concrete bases and concrete capitals with dentil molding. The east entrance to the second-floor offices features a molded concrete, fully-pedimented frontispiece with dentil molding and a one-light, fixed, wood transom. The one-over-one, double-hung, wood-sash windows of the second floor have been retained.

Garage (146-56-12), located on the east side of an alley, near the junction with the 700 block of Ridge Avenue, Norton, is a one-story, gable-roofed, five-course, American-bond brick garage set on a raised basement of coursed, cut-stone blocks. Probably built ca. 1900 as a small repair business, it has segmental, rowlock-brick arches over the two-over-two, double-hung, wood-sash windows that remain. The south end of the west facade has paired, sliding, diagonal flushboard doors. Although it is in deteriorating condition and in danger of being demolished, it is an early small business only two blocks from the downtown commercial area of Norton.

Commercial Building (329-4-20), Main Street, Wise, is located north across Main Street from the Wise County Courthouse. Built in 1909 as a store/residential building, it is a three-story, red-brick building with cream-colored brick, corner pilasters, and a corbeled brick cornice on the south facade. On the first floor is a three-bay, metal and glass store front sheltered by a canvas awning. The one-over-one, double-hung, wood-sash windows have angled rowlock-brick sills and concrete lintels, except the third floor windows which have two-course, rowlock-brick, round arches with a concrete keystone. At the cornice line of the parapet wall is an inset panel of cream-colored brick with three round, cream-colored brick panels in the center with red brick surrounds. The date plaque in the parapet wall of the south facade bears the date of 1909. The Sanborn Fire Insurance maps from 1908 reveal that the site was occupied by a two-story frame structure that housed a grocery store and a general merchandise

store, flanked by one-story frame buildings that were a restaurant and a drugstore. These four buildings were replaced by one business, which indicates not only a strong retail business environment, but also reveals the transition in commercial architecture to the more substantial and formal brick buildings.

Clapboard House (329-5), 207 West Main Street, Wise, is a one-story, frame and weatherboard, shed-roofed commercial structure built ca. 1920, as it does not show up on the 1908 or 1913 Sanborn Fire Insurance maps for Wise. Separated from the commercial downtown area by several large, two-story residences, its only decoration are small brackets adorning the parapet wall on the south facade. Extending along and beyond the north elevation is a one-story, shed-roofed wing. Probably built as a general merchandise store, it is now a household furniture store.

Welch's Store (97-391) is located at the south corner of the junction of State Routes 620 and 627, in the Dewey community of northern Wise County. Built in 1919 for R. H. Welch, it is a one-story, frame and weatherboard, shed-roofed store set on a multi-colored, glazed-tile-block foundation. It was rented in 1930, then purchased in 1932 by Millard and Pearl Countiss, who operated it as Countiss's Store until it closed in 1969, soon after Millard's death. It is an important, early-twentieth-century crossroads grocery and general merchandise store.

B & J Grocery (97-394), is located at the northwest corner of the junction of State Routes 671 and 707, in the Flat Gap community in northern Wise County. Built ca. 1920, it is a one-story, gable-roofed, cut-stone-block store that served this remote community until about 1990, when it ceased operation. The Melvin Sturgill family quarried the stone for this small country store known as the E. B. Bolling Grocery. The west elevation had a frame wing that set over an unnamed creek and housed the local post office. It was replaced by the present, shed-roofed, cinder block wing.

Maggard Store (97-412), at the northeast corner of Main Street (US Route 23 Business) and Highland Drive in Pound, is a two-story, frame and weatherboard, gable-roofed store at the northwest edge of the town limits. It was commonly known as Shockley's Grocery because E. B. Shockley operated it as a store from about 1937 until the early 1970s. It was built ca. 1925 on ground-set wood posts and has one-over-one, double-hung, wood-sash windows. There are wood-paneled doors on the south and west elevations and a full-length, one-story, two-bay, shed-roofed, wood porch along the south facade. The steep hillside site is causing the building to shift and deteriorate.

Pound Hardware (97-417) is located on the south side of Main Street (US Route 23 Business) at the junction with VA Route 83 in

Pound. Sited between the street and the Pound River, it is a long and narrow, brick commercial building that has been built in stages starting ca. 1932. It was established as the Pound Hardware and Furniture Company by Earl G. Jackson with a \$3000 inventory of merchandise.⁷⁷ It represents one of the first businesses to remain a permanent fixture in downtown Pound. Commercial downtown development came late to Pound because of its remote location and because the Pound River, which flows in a 270-degree arc through town, flooded often.

Commercial Building (97-30), 214 West Main Street, Appalachia, is a two-story, shed-roofed, brick store/residential building built ca. 1910 in the Victorian Italianate style. The angled, north facade has a glass, commercial store front with a flat-roofed canopy. The second story has brick corner pilasters and a corbeled brick cornice creating inset panels. The one-over-one, double-hung, wood-sash windows have a two-course, rowlock-brick, round arch and the top sash of the window is also round-arched. The west wall, facing Pine Street, is laid in five-course American-bond brick and has one-over-one, double-hung, wood-sash windows with cut-stone sills and two-course, rowlock-brick, segmental arches. The south elevation faces the railroad tracks with several first-floor entrances and one-over-one, double-hung, wood-sash windows with cut-stone sills and two-course, rowlock-brick, segmental arches.

Talley's Store (97-362-13), 101 West River Street, Appalachia, is a two-story, gable-roofed, brick store/residential building with seven-course Flemish-variant brick walls. It was built ca. 1910 at a good trading location on the east side of the Powell River, at the east end of the Inman Street Bridge. Now used to house two small apartments, the building has had doors and windows replaced, but the original form of the building remains. A plaque at the north end of the west wall reads: "Historical Marker, Talley's Store. Edward R. Talley awarded Congressional Medal of Honor WWI - 1918. Donated by the Veterans of Vietnam, VVNW - Post VA # 1".

Commercial Building (97-29), 307 West Main Street, Appalachia, is a three-story, shed-roofed, stretcher-bond brick building built ca. 1925 in the Art Deco style. The first floor of the south facade has an inset commercial entrance in the center and a residential entrance at the east end. It has a wood door with a round-arched, fixed, wood transom and five-light, fixed, wood sidelights. The cream-colored brick second- and third-floor walls have full-height brick pilasters creating inset panels at each of the four, six-over-one, double-hung, wood-sash windows with angled rowlock-brick sills and flat steel lintels with rowlock-brick above. Above the third-floor windows are brick

⁷⁷Ibid., 315-16.

panels with basket-weave brick pattern set on an angle. The pilasters and inset panels, together with the decorative brickwork, give the building a strong vertical appearance.

Haynes Grocery (101-23) is located on the south side of Cumberland Avenue, West (US Route 58 A), in Big Stone Gap. Built ca. 1910, it is a one-story, frame and German siding, gable-roofed store with an interior brick chimney. East of the store is a one-story, shed-roofed, brick coal house. West of the store is a one-story, frame and German siding, shed-roofed, storage shed with three-over-one, double-hung, wood-sash windows. At the southwest corner of the store is a one-story, frame and vertical siding, gable-roofed shed.

Skeen's Store (97-337) is located on the southeast corner of the junction of State Routes 602 and 613 near the Cracker's Neck community in western Wise County. It is a one-story, "boxed" and weatherboard, gable-roofed store built by Cecil Skeen in 1931, who operated it until it closed in July, 1977. Although it is in deteriorating condition, the store survives as a reminder of the importance of the small, crossroads grocery store to the rural community it served.

Nickols Hardware (101-55) (Figure 58), 513 Wood Avenue, Big Stone Gap, is a two-story, seven-course, American-bond brick building with parapet walls concealing the roof. It was built ca. 1910 as a hardware and building supply store, and it survives today in the same capacity. The southeast facade is laid in seven-course American-bond brick with brick pilasters outlining a central entrance to the residential quarters on the second floor. Flanking the residential entrance are inset commercial entrances with paired, wood-paneled doors with a large glass light and a one-light, fixed, wood transom. The symmetrical facade is further highlighted by the brick corner pilasters and corbeled brick cornice. The second-floor window openings have cut-stone sills and lintels and are infilled with brick and modern one-over-one, double-hung, wood-sash windows. The interior retains its original wood-paneled doors and wood trim, shelving, and large oak service counter along the east wall of the store. Nickols Hardware is an early store that survives in original condition and usage.

J. B. Collier Store (101-57-19), west corner of East Fifth Street and Wyandotte Avenue, East, Big Stone Gap, is a two-story, shed-roofed, stretcher-bond brick, commercial structure built in 1911. It was built for J. B. Collier who operated a dry goods store here and lived a block away at a house on Pearl Street. The surrounding street plan resulted in the construction of a trapezoid-shaped store. The first floor of the east facade has been infilled with brick, a new metal-frame glass door, and glass block sidelights, but the opening topped by a concrete lintel is unchanged. The south wall window openings with concrete sills



Figure 58: *Nickols Hardware (101-55)*
South & East Elevations

and lintels have been infilled with plywood. Along the two street facades is a cast-iron, bracketed, pent roof. Although the building has had its doors and windows changed, it survives in good condition.

Osaka Store (97-45) (Figure 59) is located on the north side of State Route 685, 1 mile west of the junction with VA 78, north of Appalachia. Built in 1925 as a later addition to the SCC company town of Osaka, it is a two-story, store/office with six-course, American-bond brick walls. It has brick corner pilasters with clay-tile caps and a stepped-parapet wall with a clay-tile cap. The building has a two-course, projecting (one soldier row and one stretcher row) brick water table, string course, and cornice that creates the illusion of inset panels. The nine-over-one, double-hung, wood-sash windows have concrete sills and lintels. The south facade has an inset glass and wood entrance and a full-length concrete deck and loading dock. The store was built as company offices and as a store for the Osaka coal town and is situated only ten feet west of the railroad tracks. It is vacant and is in deteriorating condition, but it is important because it is one of the last remaining stores built by the coal companies to serve the needs of its miners.

Andover Store (97-366) is located at the north corner of State Routes 728 and 729 in the community of Andover north of Appalachia. In contrast to the large and commodious Osaka Store (97-45), this store is a combination store and freight depot. Built ca. 1915 on brick piers with cinder block infill, it is a one-story, frame and German siding store with a clipped gable roof. Boarded up and vacant, or possibly used by Westmoreland Coal Company (WCC) as a storage building, it is one of the few remaining, coal company stores. The written records of WCC tell us that each of its coal company towns had at least one store and/or commissary, but few of them have survived.

Office Buildings

Bank Building (97-178-5), northeast corner of Russell Street and Fourth Avenue, St. Paul, is a two-story, stretcher-bond brick office built ca. 1920 on a coursed, cut-stone-block foundation. The windows have concrete sills and soldier-row brick lintels with a projecting header row. The soldier-row and header-row lintels form label molds. The 1927 Sanborn Fire Insurance maps indicate that the electric siren for the local volunteer fire department was located atop the roof of this building.

Asbury Building (329-4-21), Northeast corner of Main Street and Spring Avenue, Wise, is a two-story, shed-roofed, brick office laid in seven-course American bond. Built ca. 1910, it is identified on the 1908 Sanborn Fire Insurance maps as a two-story



Figure 59: *Osaka Store (97-45)*
Southeast Elevation

office and bank building with brick chimneys on the north (rear) elevation. Facing Main Street, at the end of the block across the street from the Wise County Courthouse, the symmetrical south facade still bears the mark of that dual usage: entrance doors at the corners with a sidelight of fixed-sash glass and a wide expanse between the entrances for the interior wall that divides the building into separate businesses. It has a parapet wall with a corbeled cornice and a honeycomb brick pattern. Although its doors and window openings have modern metal-sash glass doors and windows, the openings are unchanged. The building survives in its original form and usage as the offices for Kenneth Asbury, a local attorney and the county's legal counsel.

Thompson & Litton Building (329-4-22), 102 Main Street, Wise, is a two-story, stretcher-bond brick office built ca. 1920. Located west across Spring Avenue from the Asbury Building (97-4-21), it is a larger and more imposing two-story brick building. The south facade has inset brick panels laid in Flemish bond with headers and stretchers in alternating rows that recess and project to further accentuate the cross pattern of Flemish-bond brick. The facade has a brick parapet wall and brick corner pilasters with tile caps and a corbeled cornice--all of red brick. This creates across the second floor an inset panel of cream-colored brick and one-over-one, metal-sash windows with concrete sills and flat steel lintels. This decorative office building is significant because it survives as an office that depends on the government business generated by its location in the county seat.

Minor Block (101-21) (Figure 60), north corner of Wood Avenue and East Third Street, Big Stone Gap, is a two-and-one-half-story, cream-colored brick office with a clipped gable roof. It was built in 1908 in the Colonial Revival style to house the offices of the Stonega Coke and Coal Company (SCC), now Westmoreland Coal Company. Laid in six-course American-bond brick with concrete window sills and lintels, it is five bays wide and fourteen bays deep, with a modillion block cornice. The east and west sides of the roof have clipped-gable, cross gables and fully-pedimented, gable-roofed dormers with triple, one-over-one, double-hung, wood-sash windows and asbestos shingle side walls. The south facade has an inset entrance with a raised-panel door and twelve-light, fixed, wood sidelights and an elliptical fanlight with tracery. Protecting the entrance is a gable-roofed projection of masonry construction: cut-stone-block column bases, concrete Tuscan columns supporting a large, cut-stone lintel with a poured concrete roof. The date 1908 and the words MINOR BLOCK are carved into the concrete gable tympanum. The building is still used as offices by the Westmoreland Coal Company.

Wise Coal and Coke Company (97-382) is located on the west side of State Route 610, just north and west of the Norton city limit. Built in 1944 to house the offices of Wise Coal and Coke Company,



Figure 60: *Minor Block (101-21)*
Southwest & Southeast Elevations

it is a rectangular-shaped, two-story office laid in seven-course Flemish-variant brick. It has a soldier-row water table, brick pilasters with concrete caps, and parapet walls with a clay-tile cap. The windows and doors have smooth concrete lintels, and the windows have angled, half-brick sills laid in stretcher bond. Along the southeast facade is a full-length concrete deck and loading ramp with steps at each end. A gable-roofed, modern entrance porch with metal-frame doors has been added to the northeast elevation. This building represents the continuing strength of the coal trade in Wise County during WW II.

Warehouse

Warehouse (329-8), at the northeast corner of Glade Street and Spring Avenue, in Wise, is a two-story, hip-roofed, coursed, cut-stone-block warehouse originally built as an apple packing house ca. 1920. A utilitarian building with no exterior decoration, it nonetheless derives outstanding architectural texture from its rough-cut stone walls. The oral and photographic record indicates that the south-facing hills north of the warehouse were once covered with apple trees of many varieties. The building is now used as a storage facility by a building supply store, and it remains in excellent condition.

There are the remains of several other apple packing houses within a two-mile radius of the town of Wise. They were two-story buildings with a cut-stone-block first floor and a frame and weatherboard second floor. The photographic and oral histories indicate a thriving apple-growing region around the town. These apple packing houses not only packed and shipped apples to distant markets, but they also served local citizens as a source of apples, apple cider, and other apple products. The written and photographic records of the major coal companies reveal that there were numerous public service buildings erected in the company towns during the first quarter of the twentieth century. The rise of the unions in the 1920s and 30s signaled the beginning of the end for the coal company towns. That demise was completed with the decline of the American coal mining industry in the face of growing international coal competition. The stores, commissaries, boarding houses, and hospitals were the first company-owned buildings to be abandoned. They soon fell into disrepair and many disappeared from the landscape of the county. The few company-owned, warehouse and storage facilities listed in the following section, the Transportation and Communication Theme, represent the early years of the mining and transportation of coal in Wise County.

THEME: TRANSPORTATION/COMMUNICATION

RESOURCE TYPE: Automobile Service Centers, Bus Station, Railroad Stations, and Freight Depots.

Road-Related

The heart of the transportation and communication system in the Appalachian Mountains was a network of trails and dirt roads connecting each community with the nearby villages and towns which were connected by a more extensive system of roads to the larger marketing centers in the low country. The earliest white settlers found the mountain landscape already laced with big game and Indian trails, and settlers quickly turned these ancient paths into roads. Continued use gradually widened the narrow roadways, which often paralleled the river or creek at the base of each isolated valley. Usually steep and often muddy and impassable in the winter and spring, these primitive roads formed the basis for the present system of asphalt and concrete roads in the Appalachian Mountains.⁷⁸

Mostly due to its location atop the Tennessee Valley Divide, the precipitous terrain of Wise County contributed greatly to the location, size, and poor quality of the dirt roads and trails that crisscrossed the region. A 1906 photograph of the Norton to Wise Road and a 1902 photograph of a wagon mired in the mud near Appalachia clearly illustrate the rough and muddy conditions of early Wise County roads. About 500 yards north of Horse Gap on US Route 23 north of Pound, is the Mud Hole. It is a depression between two steep hills, that until the route was paved in the 1930s, was such a quagmire that wagoners had to travel two and three together in order to double their teams to pull the wagons through the mud hole.⁷⁹ These muddy, rutted roads were the only formal means of transportation until the third decade of the twentieth century.

Even then, the region's poverty and the widely dispersed rural population made the automobile a luxury for most. By 1890, the county had only 9,345 residents, mostly mountain farmers and their families. By 1900, the county population had more than doubled to 19,653 residents, and by 1910, the county population had exploded to 34,162 residents, but they were mostly concentrated in the dozens of coal company towns that had emerged

⁷⁸Eller, Miners, Millhands, and Mountaineers, 13-14.

⁷⁹Robertson and Brown, ed., The History of The Pound, 182.

in the county over that twenty-year period.⁸⁰ Given the relatively small, widely dispersed, poor, rural, county population, it is not surprising that the automobile had little impact upon the county until the governmental road building and rural electrification projects of the 1930s.

Due to these primary factors, there are few historic resources associated with the early automobile age in Wise County. And these resources are concentrated around Appalachia and Big Stone Gap, which are in the center of the coal producing regions of the county. As a new merchant class began to emerge in these western areas of the county, the automobile became an important means of transportation as well as a symbol of material wealth. It also provided a means to escape the geographic isolation of the remote mountain communities. Some historians of Appalachian life and culture contend that the automobile served to further isolate remote mountain communities because the roads tended to dead end at the end of the isolated hollows rather than directly connect these communities. Other historians, this surveyor among them, believe that the steep terrain (more than 92% of Wise County land has a 20 degree or greater slope) is the major cause of social and geographic isolation and that the automobile eased the burden of difficult travel between the remote mountain villages and towns. It represented escape from the geographic and social stagnation of the farm, mill village, or company town; it was a way out of poverty.⁸¹

However small the initial impact, the automobile did affect the region in much the same way it affected other regions of the country, especially the South. Its ready availability (assuming one could afford the purchase price) allowed it to "cut across class and social lines,"⁸² providing the mountain farmer or rural village resident the same geographic mobility as the wealthy capitalists residing in the larger towns and cities. A 1921 article in *Motor* magazine praised "the tendency of the automobile to bring into intimate and helpful contact sections of our population which normally would never meet."⁸³

The resources listed below -- two gas stations, an auto dealership, and a bus station, represent the display, sale,

⁸⁰U.S. Census, 1890 and 1910.

⁸¹Charles Reagan Wilson and William Ferris, Coeditors, Encyclopedia of Southern Culture, "Automobile", Charles Reagan Wilson, 598.

⁸²Ibid., 597.

⁸³Ibid., 597.

maintenance, and usage of automobiles, and the transportation of people and freight by private carrier during the first quarter of the twentieth century in Wise County. They are the best remaining examples of the influence and importance of the automobile in early-twentieth-century Wise County. And they illustrate how geographic conditions and regional construction techniques can influence national styles, such as the use of eight-course, Flemish-variant brick walls (one course of alternating header and stretcher bricks and seven courses of stretcher bricks).

Appalachia Service Center (97-362-18) (Figure 61), 617 West Main Street, Appalachia, is located on the west side of US Route 58 A, anchoring the west end of the downtown commercial area. Built ca. 1920, it is a one-story, five-bay, brick gas station with an attached garage and porte-cochere. Set on a concrete foundation, the stretcher-bond brick walls feature a soldier row watertable with a projecting stretcher course above, crenellated parapet walls with a concrete cap, and a cast-concrete, dentil-block cornice around the station, garage, and porte-cochere. Painted black, the cornice is further accentuated by the soldier row course below it and the projecting stretcher course below that. The porte-cochere that shelters the gas pumps appears to be part of the original building campaign because of the matching brick color and the crenellated-parapet walls. The one-story, three-bay, stretcher-bond brick garage attached to the north elevation is clearly a later addition to the service center. It has the same cast-concrete cornice and three wood and glass overhead doors. Approximately fifty feet south of the service station is a one-story, one-bay, stretcher-bond brick building set on a concrete foundation. The main facade (east) has a wood and glass overhead door and the north elevation has three, fifteen-light, fixed, wood-sash windows with flat steel lintels and concrete sills. This automobile service center, which still operates as a garage and full-service gas station, is a relatively unaltered example of the early automobile age in Wise County.

Service Center (101-20), 320 Shawnee Avenue, Big Stone Gap, is situated on the southeast corner of Shawnee Avenue, East and East Fourth Street, North. Probably built ca. 1920, it is a one-story, three-bay, brick gas station with a porte-cochere attached to the main (north) facade. The gas station has eight-course Flemish-variant brick walls, parapet walls with a clay tile cap, and two interior brick chimneys with corbeled caps. The paired, fifteen-light, metal-sash, awning windows have smooth concrete sills and lintels with a soldier course of bricks above the lintel and below the recessed brick panels above the doors and windows on the east and west elevations. The north facade has a wood and glass door with a three-light, fixed, wood transom. The porte-cochere features square brick columns and pilasters with concrete caps, crenellated parapet walls, and a cast concrete, dentil block cornice. A one-story, one-bay, shed-roofed,



Figure 61: *Appalachia Service Center (97-362-18)*
East Elevation

stretcher-bond brick addition extends from the south elevation of the gas station. Now owned by Westmoreland Coal Company, and used as an equipment repair garage, it is a well-preserved example of an early-twentieth-century service center.

Auto World (101-58), is located on the west side of East Fifth Street, North (US Route 58 A), .1 miles from the north edge of the Big Stone Gap town limits. Probably built ca. 1925, it is a one-story, five-bay, automobile showroom with eight-course Flemish-variant brick walls and a shallow-pitched, round-arched roof with stepped parapet walls with a clay tile cap. The east (main) facade features two full-height windows on each side of the centrally-placed glass door. Both the door and the windows are all glass with a metal frame, but the original openings remain unaltered and retain their angled rowlock brick sills and flat steel lintels with soldier row above. There is a large overhead door near the west end of the north elevation of the showroom. At the southwest corner is a one-story, one-bay body shop with eight-course, Flemish-variant brick walls and a shallow-pitched, round-arched roof with stepped parapet walls with a clay tile cap. The body shop has a large, wood and glass, overhead door on the east facade. Attached to the east facade of the body shop is a one-story, three-bay, hip-roofed, stretcher-bond brick gas station that has been converted into office space for the body shop. Some of the doors and windows of the gas station have been changed, but the openings retain their angled rowlock-brick sills and concrete lintels. Attached to the east elevation of the gas station is a flat-roofed porte-cochere with square brick pedestals supporting round metal columns. At the northwest corner of the showroom is a one-story, five-bay, service garage with stretcher-bond brick walls, large wood and glass overhead doors, and parapet walls with a clay tile cap. The showroom, the attached body shop, and the attached service garage were probably built at the same time. The attached gas station is most likely a later addition to the automobile showroom. All portions of this auto-related complex offer a rare glimpse at the hierarchy of services and products offered by early automobile dealerships.

Trailways Bus Terminal (101-6) (Figure 62) is located at the northeast corner of East Fifth Street and Clinton Avenue, Big Stone Gap. Built ca. 1930 in the Moderne style, it is comprised of the main terminal, a clock tower, and a semicircular wing. The two-story terminal has a shed roof with parapet walls. On the north, east, and south elevations is a one-story curvilinear porch that served as weather protection for passengers entering and exiting the buses that circulated around these three sides of the terminal. The west facade of the terminal has a one-light, fixed, metal-sash window with one semicircular side and one straight side and an inset entrance that has curvilinear glass-block windows, a wood and glass door with a fixed wood transom above, and a multi-colored terrazzo emblem () of the Trailways

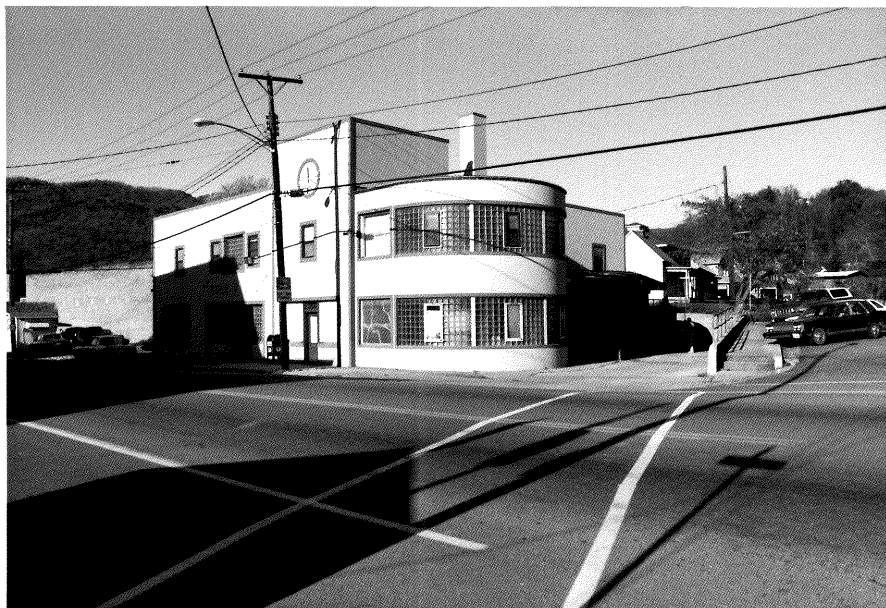


Figure 62: *Trailways Bus Terminal (101-6)*
West & South Elevations

Bus System in the floor of the inset entrance. South of the entrance is a three-story, square, clock tower with a large round clock. And south of the tower is a two-story semicircular wing with a continuous band of glass-block windows on each floor. One-over-one, double-hung, metal-sash windows have been placed in the center of each of the six glass-block windows on both floors. Constructed at the same time, all three sections were built of eight-course, Flemish-variant, double-thickness brick walls that were covered in 1991 with Drive-it, a thin stucco coating applied over a Styrofoam insulation board. Though it is an apparently significant change, the Drive-it wall covering tends to heighten the streamlined appearance of the building. It is an excellent example of the Moderne style (very rare in Wise County), and although it has been remodeled, it retains the curvilinear form and most of the glass-block windows that contribute greatly to its Moderne styling.

Rail-Related

The incursion of the railroads into the Appalachian Mountains in general and Wise County in particular had a more profound and lasting effect on the people, culture, and landscape than did the automobile. The arrival of the railroads in Wise County in the 1890s coincided with the buying of mountain land by northern capitalists for the rich timber and mineral deposits and closed the cycle of inter-dependent business interests that soon controlled most of the land, minerals, and transportation systems of the county. The same men and corporations that controlled most of the timber and mineral rights were instrumental in bringing the railroads to the county.

In 1870, only one railroad penetrated the central Appalachian region, the Norfolk and Western Railroad (N & W) line which ran down Shenandoah Valley to Bristol, Virginia, but this valley line had little impact on the surrounding mountain communities.⁸⁴ By 1900, two major lines, the N & W and the Louisville and Nashville Railroad (L & N), had laid rail lines and initiated passenger and freight service in Wise County. And by 1930, a complex network of branch lines, narrow-gauge railroads, and other private lines had been laid across the mountains to open up the region's natural resources.⁸⁵

Although General Imboden and the other men who formed VCI in 1882 possessed 91,000 acres of Wise County coalfields by 1884, it took them 6 years to bring the railroads to Wise County. In 1890, VCI

⁸⁴Eller, Miners, Millhands, and Mountaineers, 65.

⁸⁵Ibid., 65.

laid a line, called the South Atlantic and Ohio Railroad, from Bristol to Big Stone Gap. In 1891, the Clinch Valley branch of the N & W was completed through St. Paul and Coeburn to Norton after crossing Tazewell and Russell counties. The Cumberland Valley branch of the L & N from Harlan County, Kentucky, also reached Norton in 1891. The construction of these rail lines and subsequent spur lines radiating into the farthest reaches of the isolated mountain hollows unlocked the wealth of a millennium and launched a coal boom. The first carload of coal left the county in 1892, the first carload of coke in 1895.⁸⁶

There were several other smaller railroad companies operating in the county, most of which were owned or controlled by the coal companies and were used primarily for the shipment of mining supplies and the mined coal and iron ore. One such company was the Clinchfield Railroad, organized in 1908 under the leadership of George L. Carter, who owned extensive holdings in the coal mining regions of eastern Wise County.

Another smaller, but important rail company, the Interstate Railroad Company, was incorporated on February 18, 1896, with its controlling interest owned by the same men who formed the Virginia Coal and Iron Company in 1882. The Interstate later extended its line and branch lines up Roaring Fork, to Glamorgan, buying the Wise Terminal Company in 1913; up Dorchester hollow in 1915, buying the railroad built by the New York Mining and Manufacturing Company; and down the Guest River to Miller Yard and connecting with the Clinchfield Railroad.⁸⁷

This complex system of rail lines within Wise County was largely responsible for the meteoric rise in the county's coal production because the railroads provided a fast efficient means of transporting the coal and other resources. By 1897, Wise County surpassed Tazewell County in total annual production, and for the next 25 years produced from 50 to 60 percent of the coal mined in the state. And by 1920, Wise County contained almost half of all the miners employed in Virginia.⁸⁸

The rise of the automobile in the mid-twentieth century precipitated a sharp decline in the use of the railroads. This forced the railroad companies to abandon the costly passenger service in favor of the more lucrative freight shipping trade. Also, the deregulation of the railroads in the 1970s along with the increase of the containerized freight shipping trade further reduced the size and number of railroad companies operating in

⁸⁶Shifflett, Coal Towns, 29-32.

⁸⁷Addington, The Story of Wise County, Virginia, 211.

⁸⁸Eller, Miners, Millhands, and Mountaineers, 149-50.

Wise County. With passenger service a thing of the past, the transportation of coal is the only rail business in the county. Without the "iron horse" to transport the extracted minerals to eastern and northern power plants and steel manufacturers, the abundant natural resources would have had little value. Without coal mining, Wise County might still retain the pristine beauty that attracted the first settlers a hundred years earlier.

Coeburn Railroad Station (97-228-8), 502 Front Street, Coeburn, is located on the south side of the street, between Little Toms Creek to the north and the railroad tracks to the south. Measuring thirty-one feet by one hundred and twenty-seven feet, it is a one-story, gable-roofed, frame with board-and-batten siding passenger station and freight depot built in 1891. The gable roof has a wide eave overhang, a built-in gutter, and is covered with a double-locked, standing-seam metal roof, a rare roof material and technique in Wise County. The thirty-seven-foot-long passenger section has a three-sided, gable-roofed, projecting ticket window near the southeast corner of the building. The ninety-foot-long freight depot has a new wood deck and a concrete differently-abled access ramp near the southeast end and a wood deck and open stairs near the southwest end. Owned by the town of Coeburn and renovated to house the offices of the Wise County Public Service Authority, it has new, one-light, wood-sash, awning windows and new board-and-batten siding. Also, a multi-level wood deck with planter boxes has been added along the entire north facade, replacing the wooden loading platform evident in historic photographs of the railroad station. Located ten feet east of the station is a one-story, one-bay, shed-roofed, frame grandstand. It is set on ground-set, square, wood posts and measures twenty-four feet by twenty-eight feet. The renovation and reuse of the railroad station for county offices only adds to its significance as the oldest remaining railroad station in the county.

L & N Railroad Station (97-31) (Figure 63), east corner of Depot Street and Kilbourne Avenue, Appalachia, is a one-story, five-bay, brick passenger station built ca. 1910 in the Craftsman style. Set on a concrete foundation, it features a concrete belt course that also serves as the window sill for the twelve-over-one and nine-over-one, double-hung, wood-sash windows. The windows have been covered with plywood on the outside, and the sash size has been reconstructed from the remaining sash members visible from the inside of the building. It has large wooden brackets supporting a four-foot-wide eave overhang and a hip roof (with a flat deck) covered with slate shingles, one of only a few historic buildings in Wise County with a slate roof. The main passenger entrance on the southwest elevation has a large, six-light-over-one-panel wood door with an eighteen-light, fixed, wood transom and two-light-over-one-panel, fixed, wood sidelights flanking the door. The masonry door surround consists of stack-bond brick side trim, a soldier row brick lintel with concrete



Figure 63: *L & N Railroad Station (97-31)*
Southwest & Southeast Elevations

corner blocks, and a band of concrete surrounding the entire entranceway. Similar, but smaller, doors flank the projecting, clipped-gable-roofed, brick ticket window on the southeast elevation. The building survives on the strength of its masonry structure and the protection of its slate roof. Although vacant, deteriorating, and in need of stabilization, it is an important symbol of passenger rail service in Wise County at the turn of the century.

Located 300 yards north of the passenger station is the L & N Freight Station, built ca. 1910. Situated between the railroad tracks to the south and a paved road (now closed to vehicular traffic) to the north, it is comprised of a two-story, three-bay, flat-roofed, brick office tower on the west end and a one-story, seven-bay, flat-roofed, brick freight station on the east end. The office tower has projecting brick corners that form inset panels, brick parapet walls with a concrete cap, and diamond-shaped concrete blocks at the top of each corner, in the center of the parapet walls, and between the first- and second-floor windows. The one-over-one, double-hung, wood-sash windows have concrete sills, stack-bond brick side trim, and soldier-row, brick lintels (with concrete corner blocks above the second-floor windows only). The door and windows are missing or broken in all cases, leaving the building open to the weather, and hastening its demise. The freight depot has concrete window sills, soldier-row brick lintels, and brick parapet walls. The large, corrugated metal doors on the south elevation open onto an elevated, concrete loading platform that is protected by a flat concrete roof supported by metal brackets attached to the parapet walls above. The doors and windows on the east and north elevations are missing or broken in all cases, further compromising the structural integrity of the building. The freight station and the nearby passenger station are significant examples of the early-twentieth-century transportation of people and freight in Wise County. Their detailing and stylistic features attest to the wealth and financial expectations of the L & N Railroad, and are the most elaborate and finely detailed of the few remaining historic railroad buildings.

Railroad Car 101 (101-26) is situated on a small lot on the north side of Gilley Avenue, East, Big Stone Gap, .2 miles east of the South Fork of the Powell River. Measuring ten feet by sixty feet, the frame with vertical flushboard siding railroad office car was built by the Pullman Company in 1891. It features a segmental-arched, metal roof with a full-length, segmental-arched lantern, round-arched, one-over-one, double-hung, wood-sash windows with a small, semicircular top sash and a large, rectangular-shaped bottom sash, and a rear observation deck. A fully outfitted state car, known as Car 101, it contained a kitchen with an ice bar, porter's room, lavatory, dining room, observation room, and two state rooms. From the mid-1890s until the late 1950s, it served as an official car for the presidents of Interstate Railroad, which was controlled by Virginia Coal and

Iron Company, later Stonega Coke and Coal Company. "We polished her brass with rouge, ladies' rouge, back in the days when the Leisenrings and others came down from Philadelphia to inspect the railroad," stated Ralph "Dot" Slagle and W. E. Bledsoe, retirees of Interstate Railroad.⁸⁹ For the last twenty years of its service to Interstate Railroad it was assigned to Mr. A. L. Holton, Sr., the father of former Virginia Governor Linwood Holton. Interstate Railroad was generally regarded as one of the best, and smallest, shortline railroads in the nation, with 482 men, the most cars, and the biggest payroll.⁹⁰ It was moved to its present site in September, 1988, and is presently undergoing rehabilitation by the GAP Corporation for use as a tourist information center. In March, 1989, the Virginia Division of Historic Landmarks and the Virginia Review Board determined that Interstate Railroad Car 101 was eligible for listing in the Virginia Landmarks Register and the National Register of Historic Places. It was deemed significant at the local level in the areas of architecture and transportation. As of this writing a National Register nomination has not been prepared for the car.

Railroad Section House (97-371) is located on the east side of State Route 603, .2 miles south of the junction with Pine Branch Road near the Roaring Fork community. Built ca. 1915 as a section house for the workers laying the railroad lines into the soon-to-be company town of Dunbar, it is a one-story, four-bay, frame with German siding, gable-roofed duplex set on square brick piers. It has one-over-one, double-hung, wood-sash windows, open eaves, a rake frieze, and two central interior brick chimneys. On the east facade, facing the railroad tracks, is a full-length, one-story, four-bay, shed-roofed porch with turned posts, sawn brackets, and a simple handrail and balustrade. Two smaller shed-roofed porches have been added to the west elevation. The wood gable vents have been replaced with two-light, aluminum-sash, awning windows. The property also contains a one-story, one-bay, frame with random-width vertical siding, shed-roofed privy north of the house, a one-story, one-bay, frame with random-width vertical siding and battens, gable-roofed shed south of the house; and a one-story, one-bay, frame and weatherboard, shed-roofed garage southwest of the house.

L & N Railroad Station (146-2), was located on the west side of Park Avenue between Sixth and Seventh Streets in Norton. Surveyed and photographed by the Virginia Historic Landmarks Commission in June, 1975, the brief survey form reveals a two-and-one-half-story, hip-roofed, brick passenger station and freight depot with an interior brick chimney with a corbeled cap.

⁸⁹"Historic president's railroad car to be restored for tourists," *The Post*, Big Stone Gap, Volume 98, No. 35.

⁹⁰*Ibid.*

The hip roof with hip knobs had hip-roofed dormers on the east and west elevations and a gable-roofed dormer on the south elevation. The one-over-one, double-hung, wood-sash windows had concrete sills and flat steel lintels with soldier row brick above. The first floor, only visible from the south elevation facing the railroad tracks, housed the freight depot area. The second floor, facing north toward a built up roadway, housed the passenger station. This large masonry railroad station, built ca. 1925, barely survived fifty years before it was demolished sometime in the mid-1970s. Given the interest generated in the history of Norton by its centennial celebration in 1994, the railroad station would have made excellent headquarters for a city museum and tourist information center.

Coal-Company-Related

One of the most important aspects of early railroads in Wise County was the laying of rail lines into the isolated hollows and valleys. The construction of these rail lines tended to follow the geographic contours of the mountain valleys and hollows, and consequently, each line stopped at the headwaters of the valley, leaving many of the new mining communities isolated from one another. Since the railroads were built primarily to haul natural resources rather than people, railroad executives were reluctant to engage in low-profit passenger traffic and were unwilling to construct branch lines to neighboring communities only for passengers.⁹¹ And in most cases, the railroads were owned or controlled by the coal companies, further extending their autonomous power.

Like the stores, warehouses, and other service buildings of the company-owned towns, the railroad freight depots and storage facilities have also fallen into disrepair from lack of usage and purpose. The railroad freight depots were no longer needed once the decline of coal mining forced reorganization of the coal companies. The mechanization of the coal mining industry over the second and third quarters of the twentieth century has also played a role in the demise of the freight and storage facilities of the coal companies. A few of these buildings have survived as reminders of the early days of the mining and transportation of coal in Wise County.

Toms Creek Freight Station (97-20) (Figure 64) is located on the south side of State Route 652, .8 miles east of the junction with VA Route 72, north of Coeburn in eastern Wise County. Built ca. 1900 by the Virginia, Iron, Coal and Coke Company (VICC), it is a one-story, gable-roofed, brick freight facility laid in five-course American-bond brick. It measures fifty-two feet by one-

⁹¹Eller, Miners, Millhands, and Mountaineers, 231-32.

hundred and three feet, is set on a cut-stone-block foundation, and has brick pilasters creating inset panels at the windows and doors. The six-over-six, double-hung, wood-sash windows have thick concrete sills and three-course, rowlock-brick, segmental arches. Over the paired, board-and-batten doors is a three-course, rowlock-brick, segmental arch infilled with vertical flushboard siding. Located twenty feet east is a one-story, three-bay, gable-roofed, brick storage building laid in five-course American-bond brick. Measuring twenty-two feet by twenty-eight feet, it was probably built as a storage facility for explosives because the walls are twelve inches thick and there are heavy metal bars on the windows. These are the only two historic buildings of the over 600 buildings once owned by VICC in eastern Wise County. They are also important not only for their architectural significance but for their use as warehouse facilities by VICC.

Stonega Freight Depot (97-40) (Figure 65) is located on the east side of State Route 600, 1.5 miles north of the junction with VA Route 78, north of Appalachia. Built ca. 1900 as part of the coal transportation system in Stonega, SCC's first company town, it is a one-and-one-half-story, five-bay, frame and weatherboard, gable-roofed warehouse. The first floor has twenty-five-over-twenty-five, double-hung, wood-sash windows on the first floor and a full-length, gable-roofed lantern with twelve-light, fixed, wood-sash windows. An unusually sophisticated freight depot isolated in the coalfields of Wise County, it survives today as a storage facility for WCC.

Westmoreland Coal Company Warehouse (97-44) is located on the south side of State Route 685, .4 miles northwest of the junction with VA Route 78, north of Appalachia. Probably built ca. 1900 as a railroad storage facility for the company towns of Osaka and Roda further up Route 685, it is a one-story, five-bay, gable-roofed, brick warehouse laid in six-course American bond. It has brick pilasters with a corbeled brick string course between them, creating inset panels of the door and window openings. The windows have been infilled with plywood, but the concrete sills and two-course, brick, segmental arches remain. The north facade has a corbeled brick cornice and a wood-sash lunette window. The first-floor entrance on this facade has a two-course, brick, round arch and a round-arched, fixed, wood transom. Probably built as a repair building for mining equipment, it is owned by WCC and used by its Construction Department.

A discussion of other transportation-related historic resources can be found in the following section, the Technology and Engineering Theme.

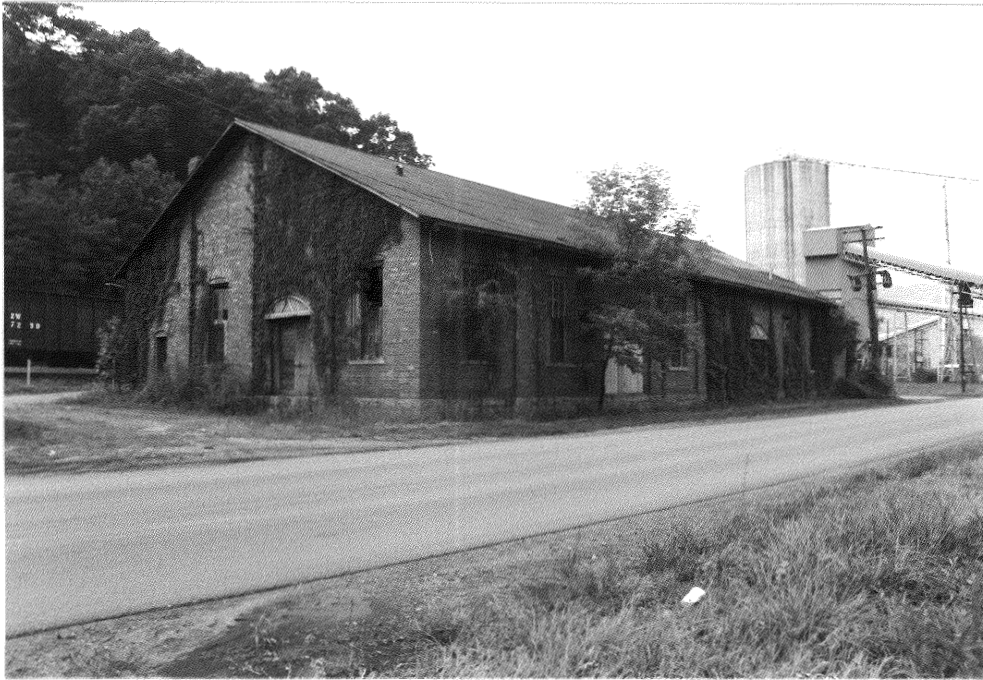


Figure 64: *Toms Creek Freight Station (97-20)*
East & North Elevations



Figure 65: *Stonega Freight Depot (97-40)*
West & South Elevations

THEME: TECHNOLOGY/ENGINEERING

RESOURCE TYPE: Railroad Tunnel, Railroad and Automobile Bridges.

Rail-related

The significance and impact of the emergence of railroads into Wise County in the late 1800s has been explored in detail in the transportation theme discussed earlier in this report. There are several rail-related bridges and tunnels that are discussed below. The tunnels represent an engineering achievement that allowed for a more direct transportation route. Built by the railroads, they reflect a high degree of craftsmanship in the coursed, cut-stone-block, round-arched entrances and the barrel of stucco-covered, Flemish-bond brick. The bridges are usually of two types: metal web-truss or poured-concrete slab; and span either a waterway or a roadway. In the case of the two overpasses listed below, they span both road and water.

All of the rail-related, engineering resources listed below are significant reminders of the economic power of the railroads in the late 1800s. Not only did the major railways build lines into Wise County, but several smaller railroads and the coal companies themselves built many spur lines into the isolated valleys to transport the mined coal, coke, and iron ore. Considering the many tunnels, bridges, and overpasses that were built in the county in the first quarter of the twentieth century, the few that remain have added significance.

Railroad Tunnel (97-189) is located at the end of State Route 775, Frog Pond Road, .3 miles west of the junction with State Route 655, west of St. Paul. Approximately seventy-five feet in length, it measures twenty-two feet in width and twenty-feet in height. Built ca. 1910 to carry the N & W Railroad across Russell Creek, it also spans an unnamed road used to access several houses west of the tunnel. The east and west ends of the tunnel have round arches built of cut-stone blocks and abutment walls also built of cut-stone blocks. The interior of the tunnel features cut-stone-block side walls and a round-arched brick ceiling covered with stucco. This tunnel serves two modes of transportation, crosses a third, and as such remains a distinct and unusual historic resource.

Holbrook Tunnel (97-227) (Figure 66) is located approximately one-half mile north of the end of State Route 784, at the head of Dwina Hollow, in eastern Wise County. Holbrook Tunnel is the largest of three identical tunnels within one-half mile of each other on the N & W Railroad line in Dwina Hollow. Lying southeast of Holbrook Tunnel are Little Bull Tunnel, built in 1905, and Big Bull Tunnel, built in 1904. All three tunnels feature entrances of coursed, cut-stone blocks with a round arch



Figure 66: *Holbrook Tunnel (97-227)*
East Entrance

with voussoirs and a keystone. The walls are laid in Flemish-bond brick and covered with stucco. The little Bull Tunnel has the added distinction of being built in the shape of a ninety-degree curve. All three tunnels are suffering water infiltration, and much of the interior stucco covering is cracking and breaking away from the wall surface. Oral history indicates that these brick tunnels replaced earlier wooden ones.

Bee Rock Tunnel (97-56) is located on the old L & N railroad line just south of the town of Appalachia. It is considered the shortest natural rock tunnel in the United States, measuring no more than fifty yards long. Now owned by CSX Transportation, Inc., the unlined, round-arched, rock tunnel measures eighteen feet wide, and twenty-one feet high. In 1989, CSX abandoned commercial use of the rail line, tunnel, and several metal-truss railroad bridges on the short three-mile run from Appalachia to Big Stone Gap. Now sparingly used, this line and its tunnels and bridges would be a good candidate for a pedestrian walking trail and historic transportation site.

Railroad Overpass (97-226) is located on the south side of US Route 58 A, just inside the eastern edge of the Coeburn town limits. It is a poured-concrete railroad bridge allowing the N & W Railroad to cross Little Toms Creek and a small unnamed road that also crosses the creek under the railroad bridge. The rail lines run east-west here and the creek and unnamed road run north-south. There is a date of 1919 inscribed at the south end of the east abutment near the top of the concrete wall. Visible from the top of the south end of the west abutment is a more crudely-inscribed date of 1943, indicating that the railroad replaced the bridge top and rails at that time. Although devoid of any architectural merit, this small, concrete, railroad bridge is significant for its crossing of both road and creek as they merge and pass under the bridge.

L & N Railroad Bridge (97-24), is a metal-truss bridge probably built in the 1920s to carry the L & N Railroad (now Seaboard Railroad) across the Powell River on the western outskirts of the town of Appalachia, directly across US Route 58 A from the Bullitt Mine Complex of Westmoreland Coal Company. It is set on poured-concrete abutments with a large, metal, I-beam substructure carrying most of the weight of the ties and rails. The large, web-truss, steel members are connected with large, metal, gusset plates. In fair condition, it is one of only a few metal-truss railroad bridges remaining in the county.

Interstate Railroad Trestle (97-302) is located one-tenth of a mile east of the junction of State Route 621 and US Route 58 A, just west of the Norton city limits. Built ca. 1910 of cross-braced, heavy-timber frame, it is a spur line for Interstate Railroad, and joins with the L & N Railroad lines at the south end of the trestle. Forming a gentle curve, the trestle has only

a simple balustrade on the east side. This wooden railroad trestle is important for its construction material and technique, as well as its use by Interstate Railroad to haul coke from the ovens north of Norton.

Auto-related

The railroad opened up the natural resources of the county and consequently had a profound effect upon the landscape and economy. But it was the automobile that provided the mountain resident with mobility and access to larger markets and as such had a far greater impact on the people of Wise County than did the railroads. The service stations and other buildings related to the introduction of the automobile into Wise County have been described in the transportation theme discussed earlier in this report.

Most of the bridges listed below were built in the 1930s of poured concrete, ranging from double-span, closed-spandrel arch types to one-lane girder types. One exception is the 1926, open-spandrel-arched, poured-concrete Inman Street Bridge (97-362-12) designed by the Luten Bridge Company of Knoxville, Tenn. Daniel B. Luten was an 1894 engineering graduate of the University of Michigan. In 1900, he was granted a patent for his arch bridge design that led to his 1907 patent for a reinforced-concrete bridge with a barrel arch and recessed-panel parapet walls. Over the next quarter-century, Luten received numerous patents for his various bridge designs, almost all of which incorporated some form of concrete reinforcement in the overall design. In a 1912 presentation before the American Concrete Institute, he praised concrete arches: "Concrete as a structural material is full of surprising possibilities and one of these is that the most beautiful and appropriate applications of concrete to bridges, that is in the arch form, is also the most satisfactory from almost every engineering standpoint."²

There are also several one-lane, five-ton-limit, steel-truss bridges in the county. These smaller bridges are being systematically replaced because they are inadequate to meet today's modern transportation demands. For this reason, all the small bridges found by this surveyor were documented, and only the best representative examples were chosen for this report. All of these engineering achievements are significant because

²Paula A. C. Spero, A Survey and Photographic Inventory of Concrete and Masonry Arch Bridges in Virginia (Charlottesville, VA: Virginia Highway & Transportation Research Council, 1984), 28.

they represent a variety of styles and materials that reflect the increased importance of the automobile in twentieth-century life.

Bridge (97-197) (Figure 67), VDOT # 6063, is located on State Route 657, .3 miles south of the junction with State Route 658, in the Carfax community in southeastern Wise County. Built ca. 1935, the double-span, closed-spandrel, barrel-arch highway bridge bears striking resemblance to the type of bridge patented by Luten in 1907. This bridge and the identical bridge (97-198), VDOT # 6062, located only one-tenth of a mile south on State Route 657, are of the type either built by the Luten Bridge Company or closely modeled after his design. These bridge types were built throughout Virginia until World War II. The bridge features a recessed-panel parapet wall and a single-lane roadway with a twenty-ton weight limit. It spans Bull Run approximately 500 yards upstream from its confluence with the Clinch River. Increasing transportation demands on this one-lane bridge have resulted in parts of the parapet walls being broken, and it is possible that these bridges will soon be replaced by wider bridges conforming to present-day transportation standards.

Inman Street Bridge (97-362-12) (Figure 68), VDOT # 6095, Appalachia, spans the Powell River at Inman Street, at the northwest edge of the "New Bottom" section of town. Designed and built by the Luten Bridge Company in 1926 as indicated on the date plaque at the east end of the north side of the bridge, it is a single-span, open-spandrel-arch, poured-concrete bridge with a weight-bearing capacity of fifteen tons. It has a single-lane, concrete roadway, a mortised-post and two-panel concrete railing on each side, and a pedestrian walk on the north side. The bridge is decorated by a fluted, concrete column with a round base and an Ionic capital rising above the railing near each end of each side of the bridge, but only one of the four columns retains all of its original components. These columns are a rare decorative feature that is unparalleled in Wise County.

Bridge (97-330), VDOT # 6019, crosses Butcher Fork on State Route 612, ten feet south of the junction with State Route 604, at the west end of Powell Valley near Big Stone Gap. Probably built sometime in the 1930s, it is a single-lane, reinforced concrete slab bridge with a five-ton weight limit. It has an asphalt-on-concrete roadway and concrete parapet walls that end in rectangular, hip-roofed, concrete posts. Although it bears no date plaque or manufacturer's information, this small bridge is an unaltered example of early concrete bridges in the county.

Bridge (101-39), Wood Avenue, West, Big Stone Gap, carries US Route 58 A across the South Fork of the Powell River just south of its confluence with the Powell River. Built in 1934, it is a two-lane, reinforced-concrete slab bridge with a mortised-post and two-panel concrete railing on each side. Its three spans are supported by two piers of post-and-beam construction and is



Figure 67: *Bridge (97-197)*
West Elevation



Figure 68: *Inman Street Bridge (97-362-12)*
Looking East

anchored by concrete abutments. Although some portions of the bridge appear to have been replaced, probably due to the continual and sometimes heavy traffic of busy US Route 58 A, the bridge retains its pier substructure and its open rail sides.

Bridge (146-56-20), carries Eleventh Street, in Norton, across the Interstate Railroad switching yards. Probably built in the 1930s, it is a multi-span, three-lane, T-shaped, concrete bridge with a concrete balustrade with Gothic-arched cutouts. The T-shape is formed at the apex of the bridge when Main Avenue exits to the west. The bridge provides a link between the commercial downtown and surrounding residential areas of north and east Norton with the outlying commercial warehouse and small residential areas of south and west Norton. It is hoped that the new US Route 58 A Bypass being built south of this bridge will ease the high traffic demands of the historic bridge.

Bridge (101-40) (Figure 69), VDOT # 8002, Shawnee Avenue, West, Big Stone Gap, spans the South Fork of the Powell River on Shawnee Avenue, West, 100 feet south of US Route 58 A. Set on coursed, cut-stone-block piers, it is a one-lane, three-span, five-ton limit bridge composed of a metal-truss bridge center section and flat deck with round pipe railing outer sections, or approaches.

Although it bears no date plaque or manufacturer's plate, this small bridge was probably built sometime in the 1930s during the wave of road building that occurred throughout Virginia.

Bridge (97-305), VDOT # 6204, crosses the Powell River on State Route 790, one-tenth of a mile east of the junction with US Route 58 A, west of Norton. It is a single-span, two-lane, metal truss bridge anchored on concrete abutments. There are no date plaques or manufacturers' plates on this bridge, but it is identical to the metal-truss bridges built throughout Virginia in the 1930s. It is a two-lane, heavier version of the bridge (101-40) listed above and appears to have a more recent steel I-beam and concrete deck laid inside the steel-truss structure. The metal-truss structure remains unaltered and is a good example of the many larger, metal-truss bridges that became the standard in Virginia during the 1930s.



Figure 69: *Bridge (101-40)*
Looking Southwest

THEME: INDUSTRY/PROCESSING/EXTRACTION

RESOURCE TYPE: Company town, Warehouse, and Mining Structure.

Company town

The company towns of Wise County, all the product of the mining of coal, were built near the heads of the narrow valleys and gorges where the largest and best seams of coal were buried underground. The town plans were mostly a response to the physical conditions of the terrain, and as such were as isolated from other company towns as the miner had been from other neighbors on his mountain farmstead. A U. S. Coal Commission study completed in 1925 shows 64.4 percent of southwest Virginia's coal miners lived in company-owned towns.

Contrary to the popular belief that coal towns were merely the creation of northern industrial capitalists, is the following:

Few aspects of this new order [the coming of "civilization" to the mountains] were more symbolic of the transformation than the company towns. Born in the 1880s, the child of necessity and boom, and nourished on the profits of the industrial expansion, the company town became for thousands of mountaineers the dominant institution of community life - a vital social center around which the miners' world revolved. Not only was the coal camp the site of one's work, the source of one's income, and the location of one's residence, but for many it also provided an introduction to organized community life and the setting in which new attitudes, values, and social institutions evolved. Completely owned and tightly dominated by the coal companies, the mining towns also reflected the underlying transition in land ownership and social power which had swept the region with the coming of the industrial age. And when they were abandoned by their creators to die and decay in the depression days of the late 1920s, the company towns came to represent in the popular mind the tragic dilemma of Appalachia itself.⁹³

Wise County's first coal company, Virginia Coal and Iron Company (VCI), which later became Stonega Coke and Coal Company (SCC) and then Westmoreland Coal Company in 1964, was the primary founder and operator of company towns in Wise County. SCC built or bought ten company towns, eight of them in Wise County: Stonega was built in 1896, Osaka in 1902, Roda in 1903, Arno in 1908, Exeter in 1917, Dunbar in 1919, Derby in 1923, and Imboden was

⁹³Eller, Miners, Millhands, and Mountaineers, 162.

purchased as an operating unit in 1910.⁹⁴ Of these, Stonega and Derby, the first and last coal towns built by SCC, retain a core of historic resources. These two towns also represent the changing attitudes of the company toward the miners. The miners' housing at Stonega (1896), are all frame buildings, both one-story, single-family residences and two-story, two-family dwellings. Even the two-story, single-family, supervisors' houses were frame. In contrast all the miners' houses at Derby (1923) are two-story, two-family dwellings built of structural clay tile with only a few frame, two-story, single-family supervisors' dwellings. At the time they were built, the structural-clay-tile dwellings with plastered interior walls were considered to be a better grade of housing than a frame or "boxed" house. The company towns greatly altered the social landscape of the county and the few that survive offer a rare glimpse into a way of life never to be repeated in the coalfields of Wise County.

Stonega contains a representative sample of the three major types of houses typical of the early coal-town housing in Wise County.

Mullins House (97-36), located at 5359 Park Place in Stonega, was built as the home of one of the mining superintendents of SCC. Built ca. 1900, it is a two-and-one-half-story, frame and weatherboard, gable-roofed dwelling set on a cut-stone-block foundation. The house is distinctive for its site which overlooks Stonega and for its unique combination of Craftsman and Queen Anne-style elements. The Craftsman styling is seen in the square, brick porch piers with tapered wood box columns atop them and in the gable roof and gable-roofed dormers with open eaves and a rake frieze with lookouts. The Queen Anne styling is seen in the square-cut, wood shingles and double-hung, Queen Anne-sash windows in the gables and in the large double-hung, Queen Anne-sash window located east of the entrance on the south (main) facade. Also, this dwelling is significant as one of the first supervisors' houses built in connection with the first company town created by the coal boom in Wise County.

Arthur Houser House (97-422-1) is located at 5354 Park Place in Stonega, across Park Place and the railroad tracks from the Mullins House. It is a two-and-one-half-story, frame and weatherboard, gable-roofed dwelling set on a random-rubble-stone foundation. Built ca. 1900 as a duplex that housed two miners' families, it retains most of the features found on the duplexes built by SCC at Stonega, its first company town. It has two-over-two, double-hung, wood-sash windows, a gable roof with a boxed cornice and eave and rake frieze boards, and staggered-course, square-cut, wood shingles decorating the gables. A one-story, frame and weatherboard, shed-roofed addition has been

⁹⁴Shifflett, Coal Towns, 33-7.

built on the north end of the west elevation. A one-story, frame and weatherboard, hip-roofed addition has been built on the south end of the west elevation. Both of these additions probably occurred sometime after SCC abandoned the company town of Stonega, and the houses and lots passed to private ownership. Another important feature of this property, and most other miners' dwellings and duplexes in the coal towns, is the coal house located about thirty feet northwest of the house. Built as a storage facility for the coal that fueled the stoves which heated the house, it is a frame building with German siding and a gable roof, measures five feet by ten feet, and is set on a solid brick foundation. The coal house was divided into two equal areas for each of the two miners' families in the duplex. It has two, small, framed openings near the top of the wall on the northwest wall for loading coal into the building, and two, large, framed openings on the southeast wall for accessing the coal. There are several other frame outbuildings located northwest of the house.

House (97-42-6) at 5023 Stonega Road is situated one-half mile south of the main core of Stonega's dwellings. A one-story, frame dwelling with German siding, the house has a shed-roofed porch with turned posts and sawn brackets on the south elevation, and has a gable roof with a box cornice and a rake frieze board. The gable ends have small one-over-one, double-hung, wood-sash windows replacing the round, wood louvers that ventilated the attic. This house is one of fifteen adjacent houses in a curving row along the north side of VA Route 78, with the railroad tracks running parallel to the highway. These one-story, single-family dwellings are a departure from the two-story duplexes built ten years earlier and are important because they represent the changing attitudes of the company town owners and operators toward the miners' living conditions.

Warehouse

Like the stores, schools, and other service buildings of the company-owned towns, the railroad freight depots and warehouses have also fallen into disrepair from lack of usage and purpose. The railroad freight depots were no longer needed once the decline of coal mining forced reorganization of the coal companies. The mechanization of the coal mining industry over the second and third quarters of the twentieth century has also played a role in the demise of the freight and warehouse facilities of the coal companies. A few of these buildings have survived as reminders of the early days of the mining and transportation of coal in Wise County.

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the Virginia Iron, Coal and Coke Company (VICC), it is a one-story, gable-roofed, brick freight facility laid in five-course American-bond brick with corner pilasters creating inset brick panels at the windows and doors. It measures fifty-two feet by one-hundred and three feet and is set on a cut-stone-block foundation. The six-over-six, double-hung, wood-sash windows have thick concrete sills and three-course, rowlock-brick, segmental arches. Over the paired, board-and-batten doors is a three-course, rowlock-brick, segmental arch infilled with vertical flushboard siding. Located twenty feet east is a one-story, three-bay, gable-roofed, brick storage building laid in five-course American-bond brick. Measuring twenty-two feet by twenty-eight feet, it was probably built as a storage facility for explosives because the walls are twelve inches thick with heavy metal bars on the windows. These are the only two remaining historic buildings of the over 600 buildings once owned by VICC in eastern Wise County.

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Westmoreland Coal Company Warehouse (97-44) is located on the south side of State Route 685, .4 miles northwest of the junction with VA Route 78, north of Appalachia. Built ca. 1900 as a railroad storage facility for the company towns of Osaka and Roda further up Route 685, it is a one-story, five-bay, gable-roofed, brick warehouse laid in six-course American bond. It has brick pilasters with a corbeled brick string course between them creating inset panels of the door and window openings. The windows have been infilled with plywood, but the concrete sills and two-course, segmental, brick arches remain. The north facade has a corbeled brick cornice and a wood-sash lunette window. The first-floor entrance on this facade has a two-course, brick, round arch and a round-arched, fixed, wood transom. It is now owned by WCC and used by its Construction Department.

Mining Structure

Westmoreland Coal Company Bath House (97-379) is located southwest of the railroad tracks, .1 mile northwest of the junction of State Route 603 and Acorn Road, at the southeast end

of the Dunbar community. The Norton USGS map on which Dunbar is shown indicates an old mine entrance and a dismantled railroad only a few hundred yards southwest of the bath house. Built ca. 1920, it is a one-story, eight-bay, gable-roofed bath house constructed of structural clay-tile blocks with a beveled concrete water table. Although all windows are covered over with plywood, they retain their original concrete sills and lintels. The roof retains its original corrugated-metal panels and five, large, round, metal vents. Probably used by Westmoreland as an auxiliary storage facility, the building exhibits a decal on one of its large metal doors that succinctly states what may be considered the century-long motto of the coal operators: "USE - THINK - TALK - BOOST --- COAL." This vacant and silent bath house stands as the last of its kind in Wise County.

Norton Tipples (146-36) is located on the north side of US Route 23 Business at its junction with Park Avenue in Norton. The present cut-stone-block retaining wall along the east bank of Park Avenue replaced the many coke ovens active there during the first quarter of the twentieth century. The only other remaining evidence of the once thriving mining center is a square, metal structure used in sorting and loading the coke onto rail cars. It is a one-story, pyramidal-roofed structure elevated on a metal, braced frame with a conveyor belt entering at the roof peak and a loading hopper located below the floor. Located directly north are modern, metal, coal conveyors and chutes used for loading coal from semi-tractor-trailer trucks to railroad cars. Threatened by deterioration, this mining structure represents one of the oldest and last remaining mining structures from the early-twentieth-century coal boom in Wise County.

THEME: ETHNICITY/IMMIGRATION

RESOURCE TYPE: Single Dwelling, Church, Cemetery, Burial Site.

The central Appalachian Mountains were initially settled by people of English, Scotch-Irish, and German descent. Few blacks were present prior to the Civil War.⁹⁵ The wave of industrialization, in particular coal mining, that occurred in the Appalachian Mountains during the last quarter of the nineteenth century brought diverse ethnic populations into the region. Most of the miners attracted to the southern Appalachian coalfields belonged to one of three distinct groups: white Americans from the mountains and the older coalfields, black Americans primarily from the non-mountain South, and recent immigrants from southern Europe.⁹⁶

Most local mountain residents were hesitant to leave their farms for work in the mines, and many resented the intrusion of industrialization on their traditional way of life. Some accepted employment in the mines during the winter as a means of supplementing farm income. Still others were drawn into the mines by necessity or the lure of "big money."⁹⁷ At first reluctant to enter the mines, native mountaineers eventually accounted for the majority of coal miners employed in the region.

Between 1900 and 1920, the bituminous coal industry of the southern Appalachian Mountains enjoyed a great period of boom and expansion. Wise County's population during this time rose from 19,653 residents in 1900 to 46,500 residents in 1920.⁹⁸ White migration into the mines was simply inadequate to meet the growing demand for labor, so coal operators vigorously recruited blacks and immigrants. The coal companies dispatched "labor recruiters" to the South in search of black tenants and sharecroppers, and to the major immigration ports of New York City, Baltimore, and Philadelphia in hopes of luring recent immigrants with promises of comfortable housing and steady work at good wages. Stonega Coke and Coal Company (SCC), the major builder of company towns in Wise County, had two labor recruiters

⁹⁵Wilson and Ferris, ed., Encyclopedia of Southern Culture, "Appalachians", Dwight B. Billings, 418.

⁹⁶Eller, Miners, Millhands, and Mountaineers, 165.

⁹⁷Ibid., 166.

⁹⁸US Census, 1900, 1920,

"on the road continuously" in 1913.⁹⁹ At the same time, SCC did everything possible to keep other labor agents away from its doorstep. The towns of Appalachia and Norton, which were dominated by SCC, enacted laws to prohibit labor agents.¹⁰⁰

Upon reaching the mining towns, new black recruits were confronted with the drudgery of coal-mining life. In addition, they were usually segregated into "Colored Tows" consisting of the least desirable houses in the camp. Schools and churches, where provided, were also segregated as were recreational facilities, restaurants, and saloons. As a result of the racist attitudes of the most mine managers, blacks were given the most difficult and least rewarding tasks, and were never placed in positions of authority.¹⁰¹ In 1908, the Imboden mine of SCC had 800 men who had been recently recruited from nearby states. Of them, 500 were black workers, all of whom were employed at the coke ovens. Each worked a three-oven set and received eighty cents per oven per day. Each oven would produce two-and-one-half tons of coke.¹⁰² One former miner at Imboden remembers that poor farmers had initially done this extremely hard work until blacks were brought in to replace them. This same miner also stated that black cokers "graduated to the mine" and made "some of the best coal diggers."¹⁰³ Blacks had their own churches, dances, and lodges, and in some mining towns, black lawyers and doctors wielded some degree of political influence.¹⁰⁴ The few remaining historic black resources in Wise County reflect that range of influence and cultural diversity.

The largest ethnic group to immigrate to the mountains were the Italians, although large numbers of Poles, Hungarians, and Slavs also arrived in search of steady work and comfortable housing. Most came to the mines from similar backgrounds and for the same reasons that native white Americans had; high birthrates, great natural increases of the population, shrinking family estates, and widespread poverty. One such immigrant was Steve Tomko, who was born in Hungary. Some of his father's brothers who had already immigrated to the United States sent back money which allowed the elder Tomko to leave in 1902 to work in the coal

⁹⁹Shifflett, Coal Towns, 67-8.

¹⁰⁰Ibid., 80.

¹⁰¹Eller, Miners, Millhands, and Mountaineers, 170.

¹⁰²Shifflett, Coal Towns, 74.

¹⁰³Ibid., 74.

¹⁰⁴Eller, Miners, Millhands, and Mountaineers, 171.

mines at Glamorgan, Virginia. He worked for two years before he had saved enough money to send for the rest of the family, and they joined him at the Glamorgan colliery in 1904. Steve entered the mines there at the age of thirteen.¹⁰⁵ Although they comprised only a small segment of the total population, these immigrants had a profound effect on coal mining during the first two decades of the twentieth century. The only known remaining physical evidence of their existence in Wise County is the Bondtown Cemetery.

Single-Dwelling

Charles Heath House (97-221) is located at the end of Markham Road, .6 miles southeast of the junction with US Route 58 A, about two miles east of Coeburn. An African-American miner named Charles Heath built the house ca. 1920, and lived there until he sold it in 1943 to Robert Hobbs who in turn sold it in 1971 to the present owner. Sited near the base of a steep hill, directly across a narrow valley from an old mine entrance, the one-story, four-bay, gable-roofed house is box-constructed and measures fourteen feet by twenty-six feet. It has two-over-two, double-hung, wood-sash windows and asbestos-shingle siding which was applied by Hobbs, who also added the one-story, three-bay, ten-foot-deep, full-length, shed-roofed addition to the north elevation of the house and replaced the wood-stump foundation with cinder blocks. Considering the two doors on the south elevation, the interior wall dividing the house into two rooms, and the central chimney location, it is very likely that Charles Heath housed other black miners in the dwelling. Even though the house is remotely located, it may be impacted by the present road construction of the US Route 58 A Bypass around Coeburn.

Church

Williams Chapel A. M. E. Zion Church (101-60), southwest corner of East Fifth Street, North and Third Avenue, East, Big Stone Gap, is the best-preserved and least-altered of the three A. M. E. churches built in Wise County. The concrete cornerstone at the north corner reveals that it was built in 1912 with J. H. Byers as the pastor. It is a one-story, cross-gable-roofed church built of rock-faced concrete blocks with a smooth concrete-block watertable and a course of garland-decorated, concrete block at the cornice level. Leaded, diamond-pattern, Gothic-arched, colored-glass windows are on three sides of the church. At the north corner is a two-story, gable-roofed, rock-faced, concrete-block tower. The paired entrance doors in the tower have a leaded, diamond-pattern, Gothic-arched, colored-

¹⁰⁵Shifflett, Coal Towns, 72.

glass transom. The original bell has been removed from the tower and placed on cinder-block piers near the north corner of the tower. There is a one-story, shed-roofed, cinder-block addition at the west corner. This architecturally unique church is also significant as one of only a few African-American-related resources in Wise County.

Mt. Hermon Presbyterian Church (101-57-010), north corner of Gilley Avenue and East Second Street, South, Big Stone Gap, is a one-story, frame and weatherboard, gable-roofed church set on a poured-concrete foundation. Built ca. 1920, it was organized under the Freedman Bureau of the Northern Presbyterian Church for the colored people under the guidance of Dr. Isaac S. Anderson.¹⁰⁶ It has leaded, Gothic-arched, double-hung, wood-sash, stained-glass windows with flower motifs. At the south corner is a two-story, frame and weatherboard, hip-roofed bell tower with paired entrance doors with a leaded, Gothic-arched, stained-glass transom. On the northwest elevation is a two-story, three-bay, cinder block addition with a shed roof.

Cemetery

Bondtown Cemetery (97-233) is located on the west side of VA Route 72, .5 miles north of the junction with US Route 58 A, in the Bondtown community of Coeburn. This long-forgotten graveyard contains approximately 250 graves of the southern European immigrants who worked the coke ovens for Virginia Iron, Coal and Coke Company in Toms Creek, northeast of the graveyard. History indicates that most blacks and immigrants lived in separate communities, and one Hungarian community in particular was called Hunktown in the Toms Creek coal camp of VICC. Most of the graves are grouped in family plots enclosed by low concrete walls or wire fences. Most have this inscription somewhere on the headstone: ITT NYUGSZIK ISTENBENBO. Some names visible on the stones are: Greizer Janosne, Beke Hanvajira, and Rakosi. The site is directly behind an apartment complex and some of its residents have formed a group to aid in the cleanup and maintenance of the graveyard. This is a very significant resource because it represents the last tangible evidence of a race of people who played an important role in the mining and manufacturing of coal in eastern Wise County.

Burial Site (97- 196), situated on a small, overgrown knoll near the head of Dwina Hollow in eastern Wise County, is said to contain the graves of six African Americans who died while working on the rail lines through Dwina Hollow for the Norfolk and Western Railroad. Only three rough stones with no markings remain as an indication of a burial site, but six oval

¹⁰⁶Addington, The Story of Wise County, 258.

depressions in a row were clearly discernible atop the twenty-foot by forty-foot knoll when this surveyor viewed the site in early spring, 1994. James Evans and his wife guided the surveyor to the site, approximately twenty-five feet west of the site of the old Dwina Station as shown on the St. Paul USGS quadrangle map. The site is about halfway between Holbrook Tunnel to the north and Little Bull Tunnel to the south, near the triangular-shaped, concrete marker CV 449 on the rail line. No record of the names or employment of these six unnamed individuals exists today, but the site, its depressions, and few rough headstones appear to support the oral evidence.

THEME: FUNERARY

RESOURCE TYPE: Public and Private Cemeteries.

There are two, large, public cemeteries of historic significance in the county; Glencoe Cemetery in Big Stone Gap and Highland Cemetery in Norton. There are numerous other smaller cemeteries maintained by churches or communities, mostly containing a range of markers popular over the last 100 years: rough-cut stones, concrete slabs, simple granite obelisks, upright headstones with a variety of design motifs including the upward pointing finger, weeping willows, urns, sculptural forms such as doves, lambs, and angels, and *Woodmen of the World* headstones.

Woodmen of the World Life Insurance Society (WOW) is an independent, fraternal benefit life insurance society organized under the leadership of John Cullen Root, at Omaha, Nebraska, in 1890. In 1883, Root had founded the Modern Woodmen of America, but left after feuding with the head physician of the society.¹⁰⁷ Root was a Freemason, like most founders of other fraternal orders in America, and the rituals he designed for the WOW showed strong Masonic tendencies. The emblem of the society is a sawed-off tree stump, accompanied by a mallet (often called a "beetle"), and a wedge. Surrounding the emblem are the words: The Family, Fraternity, Protection-Service.¹⁰⁸ Mostly dating from the first half of the twentieth century, the gravestones of the society's members (and family) are easily recognized by some form of a rough-carved tree stump, often laid horizontally with a garland decoration near the ends.

Partly because of the geographic isolation and the lack of mobility, and partly because family was the single most important element in the lives of the early settlers, family and kin were usually buried in a family plot somewhere on the property. The thirteen USGS topographic maps on which the county is mapped identify many of these family cemeteries: Austin, Boggs, Collins, Evans, Hall, Kilgore, Mullins, Powers, Robinette, Skeen, Stallard, and many more. With very little arable flat land on the small mountain farm, the family cemetery was often perched on the crest of a hill near the tree line, with the gravestones generally facing in an easterly direction. And when full-scale coal mining began in the region in the late 1800s, many of these family plots were moved or even completely destroyed.

¹⁰⁷Alvin J. Schmidt, "Fraternal Organizations," Greenwood Encyclopedia of American Institutions (Westport, Connecticut: Greenwood Press, 1980), 355.

¹⁰⁸Ibid., 356.

Reflecting the ethnic diversity that coal mining brought to the county are the Bondtown Cemetery and the Burial Site in Dwina Hollow. One is experiencing a recent "rebirth", while the other will probably always remain in obscurity, soon to lose almost all physical evidence of its existence. And at the same time making a silent statement about the patriarchal attitudes of the mining and railroad capitalists who transformed the Wise County mountains in their quest for its underground treasure.

Glencoe Cemetery (101-51), Big Stone Gap, is located on the north side of Spring Street, near the eastern edge of the town limits. Containing more than 500 gravestones, it is a large, landscaped cemetery with the original road network defined by the gravel roads within the cemetery. It contains many late-nineteenth- and early-twentieth-century grave stones in both formal and vernacular styles. There are even a few cast-iron, classically detailed headstones. But its significance and aesthetic beauty lies in the open, rolling hillsides with defined travel corridors and the round, cut-stone fountain just inside the entrance gates. The fountain is a four-level, circular, stone fountain set in an oval-shaped traffic island. There is a short, round base, a taller round pool, a round water basin with carved stone cap, and a tall round water spout.

The cemetery is surrounded by a low, cut-stone-block retaining wall with a concrete cap. The walls terminate in rectangular-shaped, cut-stone-block entrance gates with a concrete hip roof. The gateposts have round-arched pedestrian passageways in the center. The cemetery and Bullitt Park, also in Big Stone Gap, are the only specifically designed and landscaped public spaces of historical significance in the county that remain open to public use.

Highland Cemetery (146-56-1) is located on the north side of Spruce Avenue, between Church Street to the west and 11th Street to the east, in Norton. Containing approximately 400 gravestones, it is a terraced, hillside cemetery with an upper hilltop area bordered by a low, coursed, cut-stone-block retaining wall. The north and west edges of the cemetery are bordered by a thicket of mature deciduous trees and the south and east edges are bordered by coursed, cut-stone-block retaining walls terminating at square, cut-stone-block gate posts with hip-roofed concrete caps at the main entrance, near the junction of 12th Street and Spruce Avenue. There is a one-lane, asphalt road which loops through the cemetery.

Most of the gravestones date from the twentieth-century; the earliest stone has a death date of 1892. They represent several types of gravestones popular in the first half of the twentieth century: granite obelisks, large granite crosses, smaller crosses with a variety of religious symbols, and a few Woodmen of the World monuments. The cemetery also contains a life-sized, finely-sculptured headstone in the form of the Virgin Mary embracing a cross. Highland Cemetery is a vital part of Norton's

early history and anchors the northwest corner of the proposed Norton Historic District.

Nash Cemetery (97-259), is located on the north side of State Route 646, .2 miles east of the junction with State Route 644, about four miles east of the town of Wise atop the Tennessee Valley Divide. This small family cemetery, owned and maintained by Nash family descendants, contains approximately 75 graves that range in death dates from 1892 to the present. Buried in the cemetery are Wycliffe (pronounced Wee-cliff) Nash, his mother Margaret Ramey Nash, his wife Louisa (pronounced Lou-I-zee) Hall Nash, eleven of his fourteen children, and many other Nash descendants. The cemetery is located only one-tenth of a mile east of the Nash House (97-258), an 1870s log dwelling, which became an I-house during subsequent building campaigns, all initiated by Wycliffe as a response to his burgeoning family. He and his sons owned and operated a state-licensed apple brandy distillery on the property.

Wycliffe's rectangular-shaped, upright headstone has a Masonic symbol at the top, the birth date of October 29, 1840 and the death date of January 5, 1897, and the inscription "A precious one from us has gone, a voice we loved is stilled, a place is here and in our home, which can never be filled." Louisa's rectangular-shaped, upright headstone has an inset bible at the top surrounded by a garland, the birth date of March 1, 1844, and the death date of October 24, 1915, and the inscription "Farewell dear mother sweet thy rest, the golden gates were open wide, a gentle voice said come, and angels from the other side, welcomed our loved one home." The language of each headstone conveys the male and female attitudes toward death that can be seen in nineteenth-century graveyards across America. Wycliffe's stone expresses the physical and emotional prominence of the man in the late-nineteenth-century household, and Louisa's stone conveys the popular image that all mothers went to heaven. Eleven of their children are buried in the cemetery with the earliest death date of July 7, 1895 for Emory, the third child, but the first born in Virginia; and the latest death date, of November 18, 1989 for Susan L. Nash Stallard, the youngest of the fourteen children who was 102 years old when she died, succeeding in death by three years, her 100-year-old sister. All the gravestones face east, including the most recent one dating from 1992.

Bondtown Cemetery (97-233) is located on the west side of VA Route 72, .5 miles north of the junction with US Route 58 A, in the Bondtown community of Coeburn. This long-forgotten graveyard contains approximately 250 graves of the Southern European immigrants who worked the coke ovens for Virginia Iron, Coal and Coke Company in Toms Creek, northeast of the graveyard. History indicates that most blacks and immigrants lived in separate communities, and one Hungarian community in particular was called Hunktown in the Toms Creek coal camp of VICC.

Most of the graves are grouped in family plots enclosed by low concrete walls or wire fences. Most have this inscription somewhere on the headstone: ITT NYUGSZIK ISTENBENBO. Some names visible on the stones are: Greizer Janosne, Beke Hanvajira, and Rakosi. The site is directly behind an apartment complex and some of its residents have formed a group to aid in the cleanup and maintenance of the graveyard. This is a very significant resource because it represents the last tangible evidence of a race of people who played an important role in the mining and manufacturing of coal in eastern Wise County.

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CONCLUSIONS

STANDARDS for EVALUATION

Historic Contexts

When conducting fieldwork and documentary research, and writing site forms, reports or publications, all research projects in Virginia should be planned, conducted, and summarized according to the system of statewide "historic contexts" defined by the Virginia Department of Historic Resources (VDHR) as a part of the Virginia Comprehensive Preservation Planning Process, in accordance with the Secretary of the Interior's Standards for Preservation Planning. In order to evaluate and protect significant historical properties, it is essential to link them with other similar examples and with the broad patterns of the state's history from prehistoric times to the present. We study historic properties because these buildings, archaeological sites, districts, and objects represent aspects of our development as a society over time in many fields--ranging from the history of agriculture in Virginia to the development of transportation systems in the State. By using this system of standardized historic context headings developed by the VDHR, any property can be placed within its appropriate context--by region, thematic area, and historic period.¹⁰⁹

The surveyed properties of Wise County were documented and evaluated for their significance within thirteen of the eighteen VDHR thematic contexts listed below. The last five themes in the list, Health Care/Medicine, Military/Defense, Social, Landscape, and Settlement Patterns, had no representative examples among the Wise County surveyed properties.

VDHR Thematic Contexts

DOMESTIC THEME - relates broadly to the human need for shelter, a home place, and community dwellings.

SUBSISTENCE/AGRICULTURE THEME - most broadly seeks explanations of the different strategies that cultures develop to procure, process, and store food.

¹⁰⁹Virginia Department of Historic Resources, "How to Use Historic Contexts in Virginia: A Guide for Survey, Registration, Protection and Treatment Projects" (Richmond, VA: VDHR, July, 1992), 2.

GOVERNMENT/LAW/POLITICS THEME - relates primarily to activities related to politics and government and to the enactment and administration of laws by which a nation, state, or other political jurisdiction is governed.

ARCHITECTURE/LANDSCAPE ARCHITECTURE/COMMUNITY PLANNING THEME - explores the design values and practical arts of planning, designing, arranging, constructing, and developing buildings, structures, landscapes, towns, and cities for human use and enjoyment.

EDUCATION THEME - relates to the process of conveying or acquiring knowledge or skills through systematic instruction, training, or study, whether through public or private efforts.

RELIGION THEME - concerns the organized system of beliefs, practices, and traditions regarding the world view of various cultures and the material manifestation of spiritual beliefs.

RECREATION/ARTS THEME - relates to the arts and cultural activities and institutions associated with leisure time and recreation.

COMMERCE/TRADE THEME - relates to the process of trading goods, services, and commodities.

TRANSPORTATION/COMMUNICATION THEME - relates to the process and technology of conveying passengers, materials, and information.

TECHNOLOGY/ENGINEERING THEME - while the technological aspects of a culture form the primary basis of interpretation of all themes, this theme relates primarily to the utilization of and evolutionary changes in material culture as a society adapts to its physical, biological, and cultural environments.

INDUSTRY/PROCESSING/EXTRACTION THEME - explores the technology and process of managing material, labor, and equipment to produce goods and services.

FUNERARY THEME - concerns the investigation of grave sites for demographic data to study population composition, health, and mortality within prehistoric and historic societies.

ETHNICITY/IMMIGRATION THEME - explores the material manifestations of ethnic diversity and the movement and interaction of people of different ethnic heritages through time and space in Virginia.

HEALTH CARE/MEDICINE THEME - refers to the care of the sick, elderly, and the disabled, and the promotion of health and hygiene.

MILITARY/DEFENSE THEME - relates to the system of defending the territory and sovereignty of a people and encompasses all military activities, battles, strategic locations, and events important in military history.

SOCIAL THEME - relates to social activities and institutions, the activities of charitable, fraternal, or other community organizations and places associated with broad social movements.

LANDSCAPE THEME - explores the historic, cultural, scenic, visual, and design qualities of cultural landscapes, emphasizing the reciprocal relationships affecting the natural and human-built environments.

SETTLEMENT PATTERNS THEME - studies related to this theme involve the analysis of different strategies available for the utilization of an area in response to subsistence, demographic, socio-political, and religious aspects of a cultural system.

National Register Categories of Historic Resources¹¹⁰

The National Register of Historic Places includes significant properties, classified as buildings, sites, districts, structures, or objects. It is not used to list intangible values, except in so far as they are associated with or reflected by historic properties. The National Register does not list cultural events, or skilled or talented individuals, as is done in some countries. Rather, the National Register is oriented to recognizing physically concrete properties that are relatively fixed in location.

BUILDING - A building such as a house, barn church, hotel, or similar construction, is created principally to shelter any form of human activity. "Building" may also be used to refer to a historically and functionally related unit, such as a courthouse and jail or a house and barn.

SITE - A site is the location of a significant event. A prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses, historic, cultural, or archaeological value regardless of the value of any existing structure.

¹¹⁰National Register Bulletin 15 -How to Apply the National Register Criteria for Evaluation (Washington, D.C.: U.S. Department of the Interior, National Park Service, National Register of Historic Places, 1991), 4-5.

DISTRICT - A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

STRUCTURE - The term "structure" is used to distinguish from buildings those functional constructions made usually for purposes other than creating human shelter.

OBJECT - The term "object" is used to distinguish from buildings and structures those constructions that are primarily artistic in nature or are relatively small in scale and simply constructed. Although it may be, by nature or design, movable, an object is associated with a specific setting or environment.

National Register of Historic Places Criteria for Evaluation¹¹¹

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in district sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history.

To summarize, National register designation officially recognizes the cultural, architectural, and landscape features of an historically significant property, bringing it to the attention of the community, state, and nation. National Register designation helps increase public awareness of a community's historic resources and encourages preservation. It mitigates the

¹¹¹Ibid., 2.

negative impact of government-funded projects. It does not restrict the private property owner using private funds in any way. It provides financial benefits, mainly in the form of tax incentives for rehabilitation of income-producing buildings.

The Virginia Landmarks Designation Criteria

No structure or site shall be deemed a historic one unless it has been prominently identified with, or best represents, some major aspect of the cultural, political, economic, military, or social history of the State or nation, or has had a relationship with the life of an historic personage or event representing some major aspect of, or ideals related to, the history of the State or nation. In the case of structures which are to be so designated, they shall embody the principal or unique features of an architectural style or demonstrate the style of a period of our history or method of construction, or serve as an illustration of the work of a master builder, designer or architect whose genius influenced the period in which he worked or has significance in current times. In order for a site to qualify as an archaeological site, it shall be an area from which it is reasonable to expect that artifacts, materials, and other specimens may be found which give insight to an understanding of aboriginal man or the Colonial and early history and architecture of the State or nation.¹¹²

¹¹²Calder Loth, editor, The Virginia Landmarks Register (Charlottesville, Va.: The University Press of Virginia, 1987), p.x.

RECOMMENDATIONS for DESIGNATION CONSIDERATION

Historic Districts

As defined by the National Register of Historic Places, a district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. Other aspects of historic districts¹¹³ include the following:

CONCENTRATION, LINKAGE, AND CONTINUITY OF FEATURES - A district derives its importance from being a unified entity, even though it is often composed of a wide variety of resources. The identity of a district results from the inter-relationship of its resources, which can convey a visual sense of the overall historic environment or be an arrangement of historically or functionally related properties.

SIGNIFICANCE - a district must be significant, as well as being an identifiable entity. It must be important for historical, architectural, archeological, engineering, or cultural values.

TYPES OF FEATURES - a district can comprise both features that lack individual distinction and individually distinctive features that serve as focal points. It may even be considered eligible if all of the components lack individual distinction, provided that the grouping achieves significance as a whole within its historic context. In either case, the majority of the components that add to the district's historic character, even if they are individually undistinguished, must possess integrity, as must the district as a whole.

A district can contain buildings, structures, sites, objects, or open spaces that do not contribute to the significance of the district. The number of noncontributing properties a district can contain yet still convey its sense of time and place and historical development depends on how these properties affect the district's integrity.

GEOGRAPHICAL BOUNDARIES - a district must be a definable geographic area that can be distinguished from surrounding properties by changes such as density, scale, type, age, style of sites, buildings, structures, and objects or by

¹¹³National Register Bulletin 15 -How to Apply the National Register Criteria for Evaluation (Washington, D.C.: U.S. Department of the Interior, National Park Service, National Register of Historic Places, 1991), 5-6.

documented differences in patterns of historic development or associations. It is seldom defined, however, by the limits of current parcels of ownership, management, or planning boundaries. The boundaries must be based upon a shared relationship among the properties constituting the district.

Each of the nine proposed historic districts listed below are significant under criterion C on the local level in the area of architecture for their collection of mostly residential, commercial, and religious resources. A completed Preliminary Information Form (PIF) for each of the nine districts is on file with VDR in Richmond. A PIF is an application to determine if an historic district is eligible for listing in the Virginia Landmarks Register and the National Register of Historic Places. Before an historic district is nominated to the registers a determination of eligibility must be made by the State Review Board.

Appalachia Historic District (97-362) is an irregular-shaped area within the Appalachia town limits. The district encompasses parts of three distinct neighborhoods in the town: Old Bottom, New Bottom, and Ridge Avenue. The district retains a good collection of residential, commercial, religious, governmental, and transportation resources that reflect the early-twentieth century growth of the town. All the historic resources date from the early twentieth century and include Neoclassical, Colonial Revival, Gothic Revival, and Craftsman style structures among its American foursquare and vernacular buildings.

Big Stone Gap Historic District (101-57) is an irregular-shaped area within the Big Stone Gap town limits. The proposed district is centered around a group of 1890s, two-and-one-half-story, Queen Anne-style dwellings on Poplar Hill. These residences were built by the investors and promoters of the newly-emerging coal mining industry in the county. Early-twentieth-century residential, commercial, religious, governmental, and recreation resources fan out in all directions around the Poplar Hill dwellings. Several architectural styles popular in the early twentieth century are represented in the district: modified Queen Anne, Colonial Revival, Prairie, and Craftsman. Also included in the district is a late 1940s prefabricated Lustron Home and the 1935 Bullitt Park, an outdoor municipal recreation area. The proposed district also includes three properties already listed in the National Register the Virginia Landmarks Register: The Southwest Virginia Museum (101-2); The John Fox, Jr., House (101-1); and Christ Episcopal Church (101-5).

Blackwood Historic District (97-307) is a rectangular shaped area containing nine historic resources in the Blackwood community about two miles west of Norton. Probably built ca. 1910 by the Blackwood Fuel Company, this small group of two-story, single-

family dwellings represents a departure from the one-story houses that the coal companies built to house their miners. These dwellings may have been built for supervisors or other high-ranking officials of the coal company. Six of the nine structures are identical, two-story, American Foursquare houses with an unusual chimney placement in the center of the main facade.

Coeburn Historic District (97-228) is a T-shaped area within the Coeburn town limits. The proposed district contains a good collection of residential, commercial, religious, and transportation resources that reflect the town's growth which started with the arrival of the N & W Railroad in 1891. Most of the historic resources date from the early twentieth century with several late-nineteenth-century buildings. The architectural styles represented include Queen Anne, Colonial Revival, Gothic Revival, and Craftsman style structures among its mostly vernacular buildings.

Derby Historic District (97-48) is an elongated, serpentine line of identical two-story residential structures situated on both sides of State Route 686 in the Derby community northwest of Appalachia in western Wise County. Built in 1923 as the last coal company town built by SCC, the proposed district includes single-family and multi-family dwellings and a church. All of the miners' houses are square, two-story, two-family dwellings built of structural-clay-tile blocks and the few remaining supervisors' houses are two-story, frame, single-family dwellings. An added architectural feature of the proposed district is the coal houses scattered throughout the community. The six-foot-by-ten-foot, one-story, two-bay, gable-roofed, structural-clay-tile buildings are divided into two compartments to store house coal for the two families residing in the duplex.

Norton Historic District (146-56) is an irregular-shaped area within the Norton city limits. As the only city in Wise County, Norton contains a wide variety of structures representing the Queen Anne, Colonial Revival, Gothic Revival, Spanish Colonial Revival, Dutch Colonial Revival, Craftsman, and Victorian Italianate styles. Also included in the district is a late 1940s prefabricated Lustron Home, the 1915 U.S. Post Office and Mine Rescue Station, and Highland Cemetery. Though existing as a frontier town named Prince's Flat, Norton emerged in 1891 with the arrival of the L & N Railroad from the northwest and the Clinch Valley branch of the N & W Railroad from the east. The proposed district contains mostly early-twentieth-century resources but also has several large residences which reflect the late-nineteenth-century emergence of the town.

St. Paul Historic District (97-178) is an approximately three-square-block area within the St. Paul town limits. The proposed district contains a good collection of residential, commercial,

and religious resources mostly dating from the early-twentieth century and including a few late-nineteenth-century dwellings. The building dates range from ca. 1890 to ca. 1930 with the Queen Anne, Colonial Revival, and Craftsman styles represented. Even though attempts were made to develop a town as early as 1885, the arrival in 1891 of the N & W Railroad on its way to Coeburn and Norton provided the background for the town's growth. The buildings of the district survive in mostly unaltered condition in their natural setting.

Stonega Historic District (97-42) is a collection of rural, residential structures situated on both sides of State Route 600 in the Stonega community north of Appalachia in western Wise County. The proposed district contains residential resources representing the three major types of houses typical of early coal towns in the county: two-story, single-family type for the supervisors, two-story, two-family types and one-story, single-family types for miners. Ranging in dates from 1896 to the 1920s, Stonega's buildings reflect the birth and growth of Wise County's first coal town. Stonega was the first of over a dozen company towns built and/or operated by Stonega Coke and Coal Company in Wise County. The remaining resources are significant as part of the first company town created by the coal boom in Wise County. The company towns greatly altered the economic, political, and social landscape of the county and the few that remain offer a rare glimpse into a way of life never to be repeated in the coalfields of Wise County.

Wise Historic District (329-4) is an irregular-shaped area within the Wise town limits. The proposed district is centered around two properties already listed on the National Register and Virginia landmarks Register: the imposing 1896 Renaissance Revival-style Wise County Courthouse (329-1) and the 1910 Colonial Revival-style Colonial Hotel (329-2). Wise is the oldest town, having been chosen as the county seat when the county was formed in 1856. Included among the residential structures that surround the courthouse in all directions are several large, Queen Anne-style dwellings built in the 1890s. The district has a good range of governmental, residential, commercial, and religious resources that include the Colonial Revival, the Gothic Revival, and Craftsman styles. The district also contains several early-twentieth-century commercial building across Main Street from the courthouse.

Individual Properties

Each of the properties listed below is individually potentially eligible for the National Register under Criterion C on the local level in the area of architecture. The properties that are potentially eligible under additional Criterion will have that noted in the individual descriptions below. Some of the

individual properties are also included within the boundaries of proposed historic districts. In such a case, that property becomes one of the key, or important, properties of that district. However, the emphasis remains on the individual integrity and significance of the property within its related historic theme(s).

Wycliffe Nash House (97-258) is situated at the northeast corner of the junction of State Route 646 and 644, about four miles east of the town of Wise atop the Tennessee Valley Divide. The associated VDHR Themes are Domestic and Commerce/Trade. Probably built ca. 1870 by Wycliffe H. Nash, the two-story, gable-roofed log dwelling, measuring eighteen feet by forty-four feet, is unusual for a number of architectural features. It appears to be built of two, eighteen-foot-square log pens joined by a frame, central passageway and covered by one gable roof-sometimes referred to as a "dogtrot." The central passage may have been an open breezeway between the pens in its original configuration. The Nash is also important because it is the site of a state-licensed apple brandy distillery operated by Wycliffe Nash and his sons. Wycliffe Nash and his wife Louisa raised fourteen children in the house, the last of which died in 1989 at the age of 102. They, and eleven of their fourteen children, are buried in the family cemetery located on a hill southeast of the house.

Bond/Lawson Log House (97-208) is located on the west side of State Route 660, 1.4 miles south of the junction with State Route 658 at Bond Gap. The associated VDHR Theme is Domestic. Measuring sixteen feet by twenty feet and built in September, 1889 (inscribed on the interior trim over the entrance door on the east wall), it is two-story, log dwelling with half-dovetail corners, and a large, coursed-rubble, stone chimney on the south elevation. A unique feature of this log dwelling is the "false plate" roof-framing system. The logs at the top-plate level on the gable-ends protrude beyond the wall surface and support a hewn-square log, called a false plate, and the log rafters are cut on an angle and rest entirely upon the false plate. A good example of the type of log dwelling once prevalent across the Wise County landscape, this late-nineteenth-century log residence is one of only a few still standing today.

Ennis House (97-178-2) is located on Russell Alley behind the Blue Sulphur Hotel in downtown St. Paul. Built in 1890 and measuring twenty-four feet by thirty feet, it is a two-story, four-bay, frame and weatherboard dwelling set on a brick foundation with a central brick chimney. The gable roof has open eaves and a rake frieze. The house retains the original two-over-two, double-hung, wood-sash windows. The full-length, one-story porch on the north facade has turned posts and balusters and a hip roof. The north facade features two entrance doors, but the interior evidence suggests this house was built as a single-family residence. The interior retains the large square

newel posts and turned balusters of the stairs, as well as the four-panel, raised-panel wood doors. The Ennis House is an important early vernacular dwelling, probably the oldest building in town, set amidst commercial structures in downtown St. Paul.

John K. Taggard House (101-15), 103 West 2nd Street, Big Stone Gap, is one of the key properties within the proposed Big Stone Gap Historic District. The associated VDHR Themes are Domestic, Architecture/Landscape Architecture/Community Planning, and Commerce/Trade. An elaborately detailed single-family dwelling, the Taggard House is a two-and-one-half-story, frame, Queen Anne-style residence built in 1892 for John K. Taggard, superintendent from 1890 to 1896 of the Virginia Coal and Iron Company (VCI), which later became Stonega Coke and Coal Company, the major builder of coal company towns in Wise County. The present owners used historic photographs of the house to restore the original porch balustrade and repaint the exterior in polychromatic hues. The interior retains its original oak woodwork.

Ted Wentz House (101-13), 19 West 2nd Street, Big Stone Gap, is located across the street to the south of the Taggard House and is one of the key properties within the proposed Big Stone Gap Historic District. The associated VDHR Themes are Domestic, Architecture/Landscape Architecture/Community Planning, and Commerce/Trade. A large single-family dwelling, the Wentz House is a two-and-one-half-story, frame, Queen Anne-style residence built in 1893 for Ted Wentz, a member of the Wentz family who owned a controlling interest in VCI. The house retains its original oak woodwork, including the oak stairs with turned balusters and turned decorative urns atop the newel posts that resemble acorns.

Dotson House (329-4-2), Main Street, Wise, is one of the key properties within the proposed Wise Historic District. The associated VDHR Themes are Domestic and Architecture/Landscape Architecture/Community Planning. A large single-family dwelling, the Dotson House is a two-and-one-half-story brick residence built in the Queen Anne style in 1893 for N. B. Dotson. The south corner of the house has a three-story, circular, brick tower with a conical roof. The house has a prominent position at the northeast corner of the juncture of the U.S. 23 Business and Bypass routes, which were historically the main travel routes southwest to Norton, northwest to Pound and Pound Gap, and east to Dickenson County.

Hillman/Banner House (97-228-5), 709 Second Street, Coeburn, was built in 1907 from plans drawn by Albert L. Flegel, a Chicago, Illinois, architect. The associated VDHR Theme is Domestic. A Craftsman-style dwelling influenced by the Colonial Revival style, it is one-and-one-half-story, brick, and has a hip roof and cross gables covered with pressed-metal shingles. The interior of the house has oak door and window trim throughout,

and the entrance to the formal dining room is framed by fluted, wood columns set atop a paneled wood base. The house survives in almost unaltered condition and the present owners have a copy of the original drawings to guide them in any restoration or rehabilitation work on the house.

George Esser House (146-20), southeast corner of Virginia Avenue and 11th Street, Norton, is commonly known as the Bolling Mansion. The associated VDHR Themes are Domestic, Architecture/Landscape Architecture/Community Planning, and Commerce/Trade. A high-style example of the Colonial Revival-style, the Esser House is a two-and-one-half-story, hip-roofed, brick dwelling with a two-story portico with colossal, fluted wood columns with Corinthian capitals and a full entablature cornice with dentil molding. It was built in 1917 for George Esser, a local coal operator, by Joseph Hunnicutt, a local contractor responsible for many of Norton's significant buildings. Owned by the Bolling family, of Norton, from 1932 until 1975, the house is a significant landmark in the city.

Taylor House (97-324), 2117 Alto Road, East Stone Gap, is situated on a small knoll in the small village just east of Big Stone Gap. The associated VDHR Theme is Domestic. An unaltered example of the Craftsman style, the Taylor House is a two-story brick dwelling built in 1925 for G. B. Taylor by John Mullins. The interior retains its original oak woodwork. There is a one-story, pyramidal-roofed, brick garage located north of the house. The property is surrounded by a wrought-iron fence built by the Cincinnati Iron Fence Company and installed in 1926.

Fraley House (97-303), 6752 Rimrock Road, Norton, is situated on the west side of State Route 610, .1 mile south of the junction with U.S. Route 23 Bypass, just west of the Norton city limits. The associated VDHR Theme is Domestic. An unusual house with an interesting history, the Fraley House is a random-rubble-stone dwelling built in the Cottage style with Russian architectural influence. When first built by Fred and Ed Fraley in 1931-32, using stone quarried from the site, it was a one-and-one-half-story, three-bay, random-rubble-stone dwelling with a clipped gable roof intersecting a gable roof. It was set on a one-story, random-rubble-stone foundation when it was moved to its present site from 1000 feet north in 1976 because it was in the path of the new US Route 23 Bypass. At the time of the move, the engineer who moved the building, Caleb Asher, estimated the weight of the building to be three-hundred tons. The house retains all of its original features, exterior and interior. Although this dwelling has been moved, it retains a high degree of architectural integrity and exists in nearly the same rural surroundings, and is also important for the high quality workmanship in its masonry walls and interior woodwork.

Pelligrini Lustron House (146-57), 203 Henry Avenue, Norton, is an all-metal dwelling in almost original condition. It is a one-story, gable-roofed, prefabricated dwelling with a structural steel frame and metal casement windows. Blue-colored, enameled steel panels cover the exterior wall surface. The roof and the interior wall and ceiling surfaces are also covered with enameled steel panels. It was constructed by the Lustron Corporation in the late 1940s as a response to the housing shortage created by the servicemen returning from World War II. Manufactured in only four colors--blue, yellow, gray, and tan, less than 3,000 prefabricated steel houses were built by the Lustron Corporation before the business closed in 1950.¹¹⁴ Wise County has four of these dwellings, but the Pelligrini House is the best preserved and least altered.

The timber boom, which coincided with the early years of the coal boom in the county, spawned a new construction technique known as "boxing" a house. This technique replaced the framing members associated with balloon-frame and platform-frame building systems with an envelope of sawn, one-inch-thick planks nailed vertically to a large sill and a small top plate. Either vertical strips, called battens, were nailed over the cracks that developed between the vertical planks as they dried, or weatherboard siding was placed over the upright planks. This system was a response to the housing boom created by the coal industry, and allowed a house to be erected virtually overnight. Although generally accepted as an inferior house type, the "boxed" house is missing only one important structural member: diagonal bracing of the house. Since several examples survive from the turn-of-the-century, the "boxed" house appears to offer a reasonable degree of structural stability. The Hamm House listed below was built during the same time period as the impressive Queen Anne-style residences in Big Stone Gap and Wise.

Hamm House (97-18), located atop a small knoll on the north side of State Route 657 at its junction with State Route 658 near the village of Carfax in eastern Wise County, is probably the oldest and most elaborate of Wise County's "boxed" houses. The associated VDHR Theme is Domestic. Built ca. 1890, it is a one-story, central-hall, hip-roofed residence set on stone piers infilled with cinder block. Outlining two sides of the property along State Routes 657 & 658 is a cut-stone-block retaining wall built by the Works Progress Administration during the 1930s. A family cemetery is located on a hill north of the house.

¹¹⁴Tom Wolfe and Leonard Garfield, "A New Standard for Living: the Lustron House, 1946-1950", in Perspectives in Vernacular Architecture, III, Thomas Carter and Bernard L. Herman, editors (Columbia, Mo: University of Missouri Press, 1989), 51-61.

House (97-238), located on the south side of State Route 652, .4 miles east of its junction with VA Route 72, is the last remaining coal company house at Toms Creek. Built ca. 1900 by Virginia Iron, Coal and Coke Company (VICC), this dwelling survives as a quintessential example of box construction. A one-story, T-shaped, gable-roofed, box-constructed house with no exterior decoration, it is built atop ground-set wood posts, with the random-width vertical siding serving as both wall structure and exterior siding and vertical battens covering the cracks between the vertical siding boards. It has six-over-six, double-hung, wood-sash windows and a full-length, shed-roofed porch along the north (front) elevation.

Blue Sulphur Hotel (97-178-1), southeast corner of Broad Street and Fourth Avenue, St. Paul, is commonly known as the St. Paul Hotel. The associated VDHR Themes are Domestic, Architecture/Landscape Architecture/Community Planning, and Commerce/Trade. A Colonial Revival-style structure built in 1906, the Blue Sulphur Hotel is a three-story, brick building set on a raised basement. The north and west (street) elevations are laid in stretcher bond, and the south and east elevations are laid in five-course American bond, which adds strength to the wall. Originally called The Blue Sulphur Hotel because a blue sulphur spring ran under what is now Fourth Street, it was an important element in the early development of St. Paul and continues to remain a vital part of St. Paul's downtown commercial area.

Appalachian Towers (97-27), 505 West Main Street, Appalachia, is the most prominent building in the proposed Appalachia Historic District. The associated VDHR Themes are Domestic, Architecture/Landscape Architecture/Community Planning, and Commerce/Trade. A tall, multi-family structure built ca. 1920 in the Neoclassical style, the Appalachian Towers is an eight-story, brick building with a flat roof with brick parapet walls and a molded-concrete, Neoclassical-style cornice molding. The walls have a brick bond pattern the surveyor calls a Flemish variant, in this case, a four-course Flemish variant composed of four rows of stretcher bricks with the fifth row of alternating headers and stretcher bricks. This creates a unique visual effect and the header bricks add strength to the masonry wall. The Towers is flanked by one-story, brick, flat-roofed wings that house small businesses below and provide a second-story, exterior, mezzanine level ideal for social gatherings.

Commercial/Residential Building (97-28), 315 West Main Street, Appalachia, is a mixed use structure built ca. 1920 that is unique for its adaptation to the hilly terrain of Appalachia. The associated VDHR Themes are Domestic and Commerce/Trade. Situated at the north corner of West Main Street and Virginia Avenue, the three-story, brick building has a wall that curves around and up Virginia Avenue, providing direct street-level

access at each of the three stories. It has a stepped-parapet roof wall with a smooth concrete cap and a decorative diamond brick pattern above the projecting rowlock- and soldier-row bricks at the cornice line. The interior of the first-floor commercial space retains the pressed-metal ceilings, although they are hidden behind an acoustical-tile, drop ceiling.

Virginia City Church (97-192) is located on the north side of US 58 A, .1 mile west of the junction with State Route 655, in eastern Wise County. The associated VDHR Theme is Religion. Built in 1892, it is a one-story, frame and weatherboard, gable-roofed church measuring twenty feet by thirty-two feet. Despite two moves, and a possible third move due to site deterioration, this simple wooden building has retained most of its original features. Built to serve the newly-organized Presbyterian congregation of eastern Wise County, it is presently owned by the Mary Martin Presbyterian Church of Carfax, and is used weekly by members of the Pentecostal faith.

Cherry Grove Church (97-17) is located on the south side of State Route 658, at the junction with State Route 659 in the community of Dry Fork in eastern Wise County. The associated VDHR Theme is Religion. Built ca. 1895, it is one-story, frame and weatherboard, gable-roofed, and measures twenty-five feet by thirty-six feet. The building is situated on the Hall Farmstead (97-206), but the tradition is that the family charges no rent as long as the building is maintained and used as a church. It is not clear what religious denomination built the church, but it is presently a Freewill Baptist church.

Imboden Methodist Church (97-51) is located on the south side of VA Route 68, 2 miles southwest of the junction with US 58 A in Appalachia. The associated VDHR Theme is Religion. Built ca. 1905 in the Gothic Revival style on a cut-stone-block foundation, the one-story, frame and weatherboard church has a gable roof with cornice returns and eave and rake frieze boards. It is a well-preserved rural church built as part of the Imboden Coal Company town. This church survives as a reminder of religious and social life in the coal company towns of western Wise County.

Roda Baptist Mission (97-47) is located on the west side of State Route 685, 2.7 miles northwest of the junction with VA Route 78 north of Appalachia. The associated VDHR Theme is Religion. Built ca. 1905 in the Gothic Revival style to serve the Methodist congregation of the Stonega Coke and Coal (SCC) company town of Roda, it is a one-story, frame and weatherboard, gable-roofed church set on a solid brick foundation. In remarkably well-preserved condition, the only change has been the application of vinyl siding in September, 1994.

Williams Chapel A. M. E. Zion Church (101-60), southwest corner of East Fifth Street, North and Third Avenue, East, Big Stone

Gap, is the best-preserved and least-altered of the three A. M. E. churches built in Wise County. The associated VDHR Themes are Religion and Ethnicity/Immigration. The concrete cornerstone at the north corner reveals it was built in 1912 with J. H. Byers as the pastor. It is a one-story, cross-gable-roofed church built of rock-faced concrete blocks with a smooth concrete block water table and a course of garland-decorated, concrete block at the cornice level. This architecturally unique church is also significant as one of only a few African-American-related resources in Wise County.

Mt. Hermon Presbyterian Church (101-57-010), north corner of Gilley Avenue and East Second Street, South, Big Stone Gap, is another African-American-related resource in the town. The associated VDHR Themes are Religion and Ethnicity/Immigration. Probably built ca. 1920, it is a one-story, frame and weatherboard, gable-roofed church set on a poured concrete foundation. It was organized under the Freedman Bureau of the Northern Presbyterian Church for the colored people under the guidance of Dr. Isaac S. Anderson.¹¹⁵

Kelly View School (97-308) is located on the north side of US Routes 23 & 58 A, about three miles east of the town of Appalachia behind the new Appalachia Elementary School. The associated VDHR Theme is Education. Probably built around 1900, measuring twenty feet by twenty-six feet, it is a one-room schoolhouse of frame construction with weatherboard siding and a gable roof. It was probably placed on its solid cinder block foundation when it was moved during the construction of the modern brick school building west of it. Kelly View School is clearly visible from busy US Routes 23 & 58 A and stands as the sole, remaining, physical reminder of the earliest attempts at the new "free school system" in Wise County.

Dewey School (97-390) is situated on a small hill on the north side of State Route 620, about five miles west of Pound in northwestern Wise County. The associated VDHR Theme is Education. Built in 1913, and measuring thirty feet by sixty feet, it is a one-story, T-shaped, frame and weatherboard, hip-roofed school building set on a cut-stone-block foundation. The interior retains the nine-foot by eighteen-foot raised-panel wood door which divides the interior space into two rooms when lowered on tracks from the ceiling. Dewey School survives today in its original form with most of its original decorative features, and as such offers a rare glimpse into the construction methods and materials of the early school builders of Wise County. It is presently maintained and operated as a community center by a group of local citizens.

¹¹⁵Addington, The Story of Wise County, 258.

Flat Gap School (97-395) is located on the east side of State Route 671 in northwestern Wise County about 2 miles west of Dewey School (97-390). The associated VDHR Theme is Education. Built ca. 1915 of cut-stone blocks with a beveled, cut-stone-block water table, Flat Gap School is a one-story, U-shaped building with a gable roof with cornice returns. Like the previously listed Dewey School and other similar school buildings throughout the county, the Flat Gap School is maintained and operated as a community center by local citizens.

Minor Block (101-21), north corner of Wood Avenue and East Third Street, Big Stone Gap, is a two-and-one-half-story, cream-colored brick office with a clipped gable roof. The associated VDHR Themes are Industry/Processing/Extraction and Commerce/Trade. It was built in 1908 in the Colonial Revival style to house the offices of the Stonega Coke and Coal Company (SCC), now Westmoreland Coal Company. Protecting the entrance on the south facade is a gable-roofed projection of masonry construction: cut-stone-block column bases, concrete Tuscan columns supporting a large, cut-stone lintel with a poured concrete roof. The date 1908 and the words MINOR BLOCK are carved into the concrete gable tympanum. The building is still used as offices by the Westmoreland Coal Company.

Bullitt Park (101-57-15), Big Stone Gap, is a roughly two-acre site situated along the Powell River at the northwest end of East First Street and is the largest of several parks owned and operated by the town. The associated VDHR Themes are Recreation/Arts and Architecture/Landscape Architecture/Community Planning. A date plaque on the west face of the entrance gates to the park reads: "Dedicated November 9, 1935 to perpetuate the ideals of good sportsmanship exemplified in the life of Joshua Fry Bullitt, 1856-1932". The park has entrance walls and posts of cut stone with concrete caps at the ends of First and Second Streets. Bullitt Park is the only known, historic, designated park in Wise County.

Glencoe Cemetery (101-51), Big Stone Gap, is located on the north side of Spring Street, near the eastern edge of the town limits. The associated VDHR Themes are Architecture/Landscape Architecture/Community Planning, and Funerary. Containing over 500 late-nineteenth- and early-twentieth-century gravestones in both formal and vernacular styles, it is a large, landscaped cemetery with open, rolling hillsides with defined travel corridors and a round, cut-stone fountain just inside the entrance gates. The fountain is a four-level, circular, stone fountain set in a traffic island. The cemetery is surrounded by a low, cut-stone-block retaining wall terminating in rectangular-shaped, cut-stone-block entrance gates with round-arched pedestrian passageways in the center. The cemetery and Bullitt Park listed above are the only specifically designed and landscaped historic public spaces in the county.

Bondtown Cemetery (97-233) is located on the west side of VA Route 72, .5 miles north of the junction with US Route 58 A, in the Bondtown community of Coeburn. The associated VDHR Themes are Ethnicity/Immigration, Industry/Processing/Extraction and Funerary. This long-forgotten graveyard contains approximately 250 graves of the southern European immigrants who worked the coke ovens for Virginia Iron, Coal and Coke Company in Toms Creek, northeast of the graveyard.

Most of the graves are grouped in family plots enclosed by low concrete walls or wire fences. Most have this inscription somewhere on the headstone: ITT NYUGSZIK ISTENBENBO. Some names visible on the stones are: Greizer Janosne, Beke Hanvajira, and Rakosi. The site is directly behind an apartment complex and some of its residents have formed a group to aid in the cleanup and maintenance of the graveyard. This is a very significant resource because it represents the last tangible evidence of a race of people who played an important role in the mining and manufacturing of coal in eastern Wise County.

Railroad Tunnel (97-189) is located at the end of State Route 775, Frog Pond Road, .3 miles west of the junction with State Route 655, west of St. Paul. The associated VDHR Themes are Transportation and Technology/Engineering. Approximately seventy-five feet in length, it measures twenty-two feet in width and twenty-feet in height. Built ca. 1910 to carry the N & W Railroad across Russell Creek, it also spans an unnamed road used to access several houses west of the tunnel. The east and west entrances to the tunnel have round arches and abutment walls built of cut-stone blocks. The interior of the tunnel features cut-stone-block side walls and a round-arched brick ceiling covered with stucco. This tunnel serves two modes of transportation, crosses a third, and as such remains a distinct and unusual historic resource.

Holbrook Tunnel (97-227) is located approximately one-half mile north of the end of State Route 784, at the head of Dwina Hollow, in eastern Wise County. The associated VDHR Themes are Transportation and Technology/Engineering. Holbrook Tunnel is the largest of three identical tunnels within one-half mile of each other on the N & W Railroad line in Dwina Hollow. Lying southeast of Holbrook Tunnel are Little Bull Tunnel, built in 1905, and Big Bull Tunnel, built in 1904. All three tunnels feature entrances of coursed, cut-stone blocks with a round arch with voussoirs and a keystone. The walls are laid in Flemish-bond brick and covered with stucco. The little Bull Tunnel has the added distinction of being built in the shape of a ninety-degree curve. All three tunnels are suffering water infiltration, and much of the interior stucco covering is cracking and breaking away from the wall surface. Oral history indicates that these brick tunnels replaced earlier wooden ones.

Bee Rock Tunnel (97-56) is located on the old L & N railroad line just south of the town of Appalachia. The associated VDHR Themes are Transportation and Technology/Engineering. It is considered the shortest natural rock tunnel in the United States, measuring no more than fifty yards long. Now owned by CSX Transportation, Inc., the unlined, round-arched, rock tunnel measures eighteen feet wide, and twenty-one feet high. In 1989, CSX abandoned commercial use of the rail line, tunnel, and several metal-truss railroad bridges on the short three-mile run from Appalachia to Big Stone Gap. Now sparingly used, this line and its tunnels and bridges would be a good candidate for a pedestrian walking trail and historic transportation site.

Inman Street Bridge (97-362-12), VDOT # 6095, Appalachia, spans the Powell River at Inman Street, at the northwest edge of the "New Bottom" section of town. The associated VDHR Themes are Transportation and Technology/Engineering. Designed and built by the Luten Bridge Company in 1926 as indicated on the date plaque at the east end of the north side of the bridge, it is a single-span, open-spandrel-arch, poured-concrete bridge with a weight-bearing capacity of fifteen tons. The bridge is decorated by a fluted, concrete column with a round base and an Ionic capital rising above the railing near each end of each side of the bridge, but only one of the four columns retains all of its original components. These columns are a rare decorative feature that is unparalleled in Wise County.

Sites

Sugar Hill (97-186) is located 1 mile east of State Route 611 at the end of a dirt driveway. The junction of the driveway & State Route 611 is .1 mile east of the junction of State Routes 611 & 655. The associated VDHR Theme is Domestic and the site is potentially eligible for the National Register under Criterion D on the local level in the area of archaeology. The ruins of the house known as Sugar Hill is sited at the end of a long hill overlooking the Clinch River. The site, written records, and historic photographs combine to reveal much about the house that burned in June 1976. Probably built ca. 1795, it was a two-story, three-bay, gable-roofed dwelling measuring twenty feet by thirty feet. Covered with weatherboard siding with six-over-six, double-hung, wood-sash windows, the house was probably constructed of heavy timber frame with a false plate roof framing system and had exterior-end chimneys with free-standing stacks. The only remains of the house are the two brick chimneys and the stone foundation walls. The north chimney, laid in three-course American bond, has two angled fireplaces indicating two chambers on this end of a central hall. The south chimney, laid in Flemish bond, has one fireplace that is much larger than either of the fireplaces on the north chimney. There is also a fireplace on the second-floor level of each chimney. The

remaining stone foundation suggests a full-basement under the house. Located three feet south of the south chimney is a solid stone foundation at ground level. It measuring sixteen feet by twenty feet with a large stone and brick rubble pile at the south end. This was probably the kitchen building and quarters as historic photographs show a one-and-one-half-story, gable-roofed building with a large chimney on the south end. The house ruins is an extremely important site to the history of Wise County. Francis Pierre De Tubeuf, the Frenchman who most likely built the house, mortgaged part of his land to the State of Virginia shortly before he met an untimely death. That land later became part of the central area of Wise County. The ruins are also important because they are the only remains of what was probably the oldest house in Wise County before its destruction in 1976.

Church Ruins (101-31) are located on the southwest corner of Cumberland Avenue, West (US 58 A) and West 13th Street, at the western edge of the Big Stone Gap town limits. The associated VDHR Theme is Religion. Only parts of the random-rubble stone walls remain of this simple, one-story, twenty-four-foot by thirty-two-foot church. Some attempt was made at elaboration because the stucco covering the walls was scored to resemble coursed ashlar. But the crude lettering carved into the cornerstone reveals much about the builder of the church:

OCT 15, 1905
 HAV FAITH IN
 GOD, WITHOUT FAITH
 IT IS IMPOSSIBLE PLE
 A GOD

Threatened Properties

The following properties are potentially eligible for the National Register under Criterion C on the local level. They are threatened by a wide variety of human action and/or inaction: vandalism, vacancy, neglect, or inappropriate repairs. They are in various stages of deterioration and some form stabilization and/or weatherization is needed to preserve them.

Bartley Hollyfield House (97-280), an early log dwelling, is located atop Bold Camp Mountain between Wise and Pound, in northern Wise County, four miles from the nearest public road, and is only accessible by four-wheel-drive vehicles or by foot. The associated VDHR Theme is Domestic. The cabin was probably built sometime around 1865 by Bartley Hollyfield, who married Elizabeth Mullins on June 23, 1863.¹¹⁶ Family records indicate that Bartley and Elizabeth raised a family in the cabin and their descendants also raised families in the house. It is a one-and-one-half-story log building joined with a half-dovetail corner

¹¹⁶Robertson and Brown, eds., The History of The Pound, 197.

notching system, measures approximately twelve feet by sixteen feet, and has a large, cut-block stone chimney on the south elevation, and a door in the center of each of the long walls (east and west). There is a small window opening near the chimney. This cabin featured a log-purlin, roof framing system consisting of log purlins placed along the length of the gable roof, supported by and protruding beyond the log walls at each end of the cabin. Due to its remote location, this cabin is vacant and in a state of advanced deterioration, but it is important as one of the last log dwellings that once dominated the landscape of Wise County.

Richmond House (101-22), 417 First Avenue, East, Big Stone Gap, is a two-story, seven-bay, gable-roofed dwelling built in several sections. The associated VDHR Theme is Domestic. The first dwelling on the property is a two-story, sixteen foot by twenty-six foot, half-dovetail log core supposedly built in the late 1790s but physical evidence suggests at least an 1840s construction date. Attached to the west elevation of the log core is a two-story, sixteen foot by thirty-two foot, frame and weatherboard section probably added in the 1870s. At this same time a two-story, full-length, shed-roofed porch was added to the north (main) facade. Attached to the south elevation of the main block are two, one-story, frame and weatherboard, gable-roofed wings measuring approximately fourteen feet by twenty-eight feet. The east wing was probably added sometime in the 1880s and the west wing was probably added in the early twentieth century. Family history indicates that the Richmond family, the fourth owners of the property, operated a store out of part of this building; and that the Flanary family, the fifth owners of the property, also operated a store on the property. There is little documentary evidence to support the construction dates of the various sections of the house, but it is clear that it was built in at least four different sections, all built with different materials and construction techniques. The house and outbuildings are now owned by descendants of the Flanary family. Vacant and deteriorating, this is an extremely important dwelling that represents the various stages of growth in Big Stone Gap and Wise County. And further research could help unravel the conflicting and confusing evidence in the oral histories of the site. And further on-site documentation, including archaeological investigation, could help determine the location, if any, of the dependencies that would have been part of the late-eighteenth-century farmstead, and could reveal the log portion to be the oldest dwelling in the county.

Old Bull Run Church (97-224) is located on the north side of State Route 736, .1 mile northeast of the junction with State Route 653, in the community of Banner, east of Coeburn. The associated VDHR Theme is Religion. Expansion of US Route 58 A to four lanes in 1975 caused the one-story, frame and weatherboard, gable-roofed church to be moved from its original location a few

miles east of its present location. Measuring twenty-four feet by thirty-six feet, it was built in 1931 with used lumber from buildings at the Toms Creek coal town owned by Virginia Iron, Coal and Coke Company (VICC). The church is used as a heavy equipment repair shop by the present owner.

Collins School (97-281), situated on the north side of State Route 634, .2 miles east of the junction with State Route 635, in northeastern Wise County, in the Roberson school district. The associated VDHR Theme is Education. Built ca. 1915 and measuring approximately twenty-four feet by forty feet, it is a one-story, rectangular-shaped, frame and weatherboard, hip-roofed building set on a coursed, cut-stone-block foundation. The school also has a frame coal house with a shed roof located about thirty feet west of the school, a frame privy (probably for ladies) with a shed roof adjacent to the coal house, and a frame privy with a gable roof located about 100 feet east of the school. An interview with a local citizen who attended school in the building said that it was built in 1913 on land donated by Marion Collins, who also served as one of the carpenters who built the building. The last classes were held in Collins School in the mid-1960s, and it was sold to private owners by the county in 1968. Now used as a storage building, it retains almost all of its original features.

Baker School (97-287) is located on the north side of State Route 634, .2 miles west of the junction with State Route 633, in northeastern Wise County, about 2 miles east of the Collins School (97-281). The associated VDHR Theme is Education. Also built in the Roberson school district ca. 1915, it measures twenty-eight feet by thirty-two feet. It is a frame and weatherboard building set on a semi-coursed, rough-cut stone foundation, and has a gable roof with cornice returns. Although some of the door and window openings have been covered with sheets of plywood, the school is relatively unaltered and retains its original form while serving as a storage building by the present owner.

Stonega Coal and Coke Company, later renamed Westmoreland Coal Company, was one of the earliest coal companies to adopt a more paternalistic approach to the overall welfare of the miners and their families. Few of the hospitals, commissaries, stores, or boarding houses erected during this paternalistic phase from ca. 1905 to ca. 1920 have survived, therefore, the coal-company-related resources listed below are important as some of the oldest surviving company-town service buildings in Wise County.

Andover School (97-364), located on State Route 728, one block east of VA Route 78 and one mile north of Appalachia in the coal company town of Andover, is one of the two remaining school buildings built by coal companies as later additions to the company towns. The associated VDHR Themes are Education,

Industry/Processing/Extraction, and Architecture/Landscape Architecture/Community Planning. Built ca. 1920, and surviving in close to original condition, it is a one-story, T-shaped, frame school set on brick piers infilled with cinder block. An historic photograph reveals that Andover School has changed very little since its construction, but two other features of the site have disappeared: the horizontal-panel wood fence surrounding the school and the frame coal house just inside the fence line along the east edge of the property. Andover School is now used as a storage facility by Westmoreland Coal Company, which owns it.

Stonega School (97-41) is located on the west side of State Route 600, 2.4 miles north of the junction with VA Route 78, in the coal company town of Stonega. The associated VDHR Themes are Education, Industry/Processing/Extraction, and Architecture/Landscape Architecture/Community Planning. Built ca. 1920, it is a two-story, T-shaped, frame building set on brick piers infilled with random width vertical boards. The east facade has two separate entrances protected by a one-story, gable-roofed porch set on brick piers infilled with random-width vertical boards. Two one-story, frame bathrooms set on cinder-block foundations flank the entrance porch on the east facade. The school is now vacant and clearly suffers deterioration from neglect. When compared to the public schools built in Wise County during the first quarter of the twentieth century, the company-town schoolhouses are less substantial structurally and lack the decorative features of the publicly funded and built schools.

Osaka Store (97-45) is located on the north side of State Route 685, 1 mile west of the junction with VA 78, north of Appalachia. The associated VDHR Themes are Commerce/Trade, Industry/Processing/Extraction, and Architecture/Landscape Architecture/Community Planning. Built in 1925 as a later addition to the SCC company town of Osaka, it is a two-story, store/office with six-course, American-bond brick walls. The south facade has an inset glass and wood entrance and a full-length concrete deck and loading dock. The store was built as company offices and as a store for the Osaka coal town and is situated only ten feet west of the railroad tracks. It is vacant and is in deteriorating condition, but it is important because it is one of the last remaining stores built by the coal companies to serve the needs of its miners.

Andover Store (97-366) is located at the north corner of State Routes 728 and 729 in the community of Andover north of Appalachia. The associated VDHR Themes are Commerce/Trade, Industry/Processing/Extraction, and Architecture/Landscape Architecture/Community Planning. In contrast to the large and commodious Osaka Store (97-45), this store is a combination store and freight depot. Built ca. 1915 on brick piers with cinder block infill, it is a one-story, frame and German siding store

with a clipped gable roof. Boarded up and vacant, or possibly used by Westmoreland Coal Company (WCC) as a storage building, it is one of the few remaining, coal company stores. The written records of WCC tell us that each of its coal company towns had at least one store and/or commissary, but few of them have survived.

Like the schools, stores, and other service buildings of the company-owned towns, the railroad freight depots and warehouses have also fallen into disrepair from lack of usage and purpose. The railroad freight depots were no longer needed once the decline of coal mining forced reorganization of the coal companies. The mechanization of the coal mining industry over the second and third quarters of the twentieth century has also played a role in the demise of the freight and warehouse facilities of the coal companies. A few of these buildings have survived as reminders of the early days of the mining and transportation of coal in Wise County.

Toms Creek Freight Station (97-20) is located on the south side of State Route 652, .8 miles east of the junction with VA Route 72, north of Coeburn in eastern Wise County. The associated VDHR Themes are Industry/Processing/ Extraction, Commerce/Trade, and Transportation. Built ca. 1900 by the Virginia Iron, Coal and Coke Company (VICC), it is a one-story, gable-roofed, brick freight facility laid in five-course American-bond brick with corner pilasters creating inset brick panels at the windows and doors. It measures fifty-two feet by one-hundred and three feet and is set on a cut-stone-block foundation. Located twenty feet east is a one-story, three-bay, gable-roofed, brick storage building laid in five-course American-bond brick. Measuring twenty-two feet by twenty-eight feet, it was probably built as a storage facility for explosives because the walls are twelve inches thick with heavy metal bars on the windows. These are the only two remaining historic buildings of the over 600 buildings once owned by VICC in eastern Wise County.

Stonega Freight Depot (97-40) is located on the east side of State Route 600, 1.5 miles north of the junction with VA Route 78, north of Appalachia. The associated VDHR Themes are Industry/Processing/Extraction, Commerce/Trade, and Transportation. Built ca. 1900 as part of the coal transportation system in Stonega, SCC's first company town, it is a one-and-one-half-story, five-bay, frame and weatherboard, gable-roofed warehouse. The first floor has twenty-five-over-twenty-five, double-hung, wood-sash windows on the first floor and a full-length, gable-roofed lantern with twelve-light, fixed, wood sash. An unusually sophisticated freight depot isolated in the coalfields of Wise County, it survives today as a storage facility for WCC.

Westmoreland Coal Company Warehouse (97-44) is located on the south side of State Route 685, .4 miles northwest of the junction

with VA Route 78, north of Appalachia. The associated VDHR Themes are Industry/Processing/Extraction, Commerce/Trade, and Transportation. Built ca. 1900 as a railroad storage facility for the company towns of Osaka and Roda further up Route 685, it is a one-story, five-bay, gable-roofed, brick warehouse laid in six-course American bond. It has brick pilasters with a corbeled brick string course between them creating inset panels of the door and window openings. It is now owned by WCC and used by its Construction Department.

Wise County contains eight properties previously listed in the National Register of Historic Places and the Virginia Landmarks Register. They are:

Wise County Courthouse (329-1), Main Street, Wise, is an 1896 Renaissance Revival-style courthouse designed by Frank Milburn.

Colonial Hotel (329-2), Main Street, Wise, is a large, Colonial Revival-style brick hotel built in 1910 by D. J. Phipps, architect and builder.

Country Cabin (97-59) is situated on US Route 58 A, .1 mile east of the junction with State Route 790, near the community of Josephine just west of Norton. Significant for its long-term use as an Appalachian-culture community center, the cabin was built in 1937 as a twenty-foot by forty-foot, saddle-notched log structure set on stone piers.

Fox, John, Jr., House (101-1), northwest corner of Shawnee Avenue and East Second Street, Big Stone Gap, was the home of John Fox, Jr., novelist of the mountaineers' struggle to cope with the mining era and a more modern lifestyle. The frame and wood shingle house was begun ca. 1890 and over the next twenty years the house grew from a one-story, four-room cottage to a two-story, twenty-room house to accommodate more family members.

Southwest Virginia Museum (101-2), north corner of Wood Avenue and First Street, Big Stone Gap, is one of the largest Victorian-era houses in Southwest Virginia. Built for General Rufus A. Ayers (attorney general of Virginia from 1886 to 1890) between 1888 and 1895, the two-and-one-half-story, hip-roofed building has massive sandstone walls. Now operating as part of the Virginia State Park System, the museum offers a wide variety of programs, workshops, guest speakers, and tours as well four floors (including the basement and attic stories) of artifacts showcasing the lifestyle of early Southwest Virginia pioneers and founders of Big Stone Gap.

June Tolliver House (101-3), southeast corner of Clinton Avenue and Jerome Street, Big Stone Gap, was the residence of June Morris, the local woman after whom the writer John Fox, Jr., patterned June Tolliver, heroine of his novel The Trail of the Lonesome Pine, published in 1908. The two-story, modified Queen Anne-style house is typical of Southwest Virginia's late-nineteenth-century boom architecture. The house is preserved as a literary landmark, with the novel that made it famous reenacted here seasonally as an outdoor drama for the last thirty-one years.

U.S. Post Office and Courthouse (101-4), southwest corner of Wood Avenue and Fourth Street, Big Stone Gap, is a refined example of the Renaissance Revival style. It has a smooth ashlar exterior,

a deep bracketed cornice, a shallow hip roof, and paired Tuscan columns on the first-floor facade. Its architect, James Knox Taylor, who was responsible for numerous government buildings across the nation, resigned his post in 1912, and the building was completed under the supervision of Oscar Wendcroft. It reflects the prosperity brought to Big Stone Gap and the surrounding region by the coal industry at the turn of the century.

Christ Episcopal Church (101-5), the southeast corner of Clinton Avenue and East First Street, Big Stone Gap, is a forty-foot by forty-four-foot, cross-shaped, frame and weatherboard, gable-roofed church with late-Victorian detailing. It was designed ,by T. Buckler Chequior, a Baltimore architect, and was built in 1891-92 by C. E. Bibbs, contractor, and C. E. Spalding, finish woodworker. This is an important church because it represents a stylistic contrast to the simple early churches common before the industrial development of Wise County.

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SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
097-0001	Tacoma School Tacoma School Community Center	WISE
097-0002	Johnson-Smith House	WISE
097-0003	House, Route 706	WISE
097-0004-0000	Commercial Blocks, Front Street	COEBURN
097-0005	Coeburn United Methodist Church	COEBURN
097-0006	House, 2nd Street, Coeburn	COEBURN
097-0007	Perry, B.Y., House	COEBURN
097-0008	Carty/Perry House	COEBURN
097-0009	First Baptist Church	COEBURN
097-0010	Smith House	COEBURN
097-0011	Lay, Ples, House	COEBURN
097-0012	Lay, Wil, House	COEBURN
097-0013	Spears, R.H., House	COEBURN
097-0014	Litz, John L., House	COEBURN
097-0015	Maine/Nixon House	COEBURN
097-0016	Dingus/ Hensley House Rest Haven Rest Haven Home	COEBURN
097-0017	Cherry Grove Church	COEBURN
097-0018	Hamm House Old Hamm Place	COEBURN
097-0019	House, Route 72	COEBURN
097-0020	Tom's Creek Freight Station	COEBURN
097-0021	House, Route 616	EAST OF STONE GAP
097-0022	House, Route 61	EAST OF STONE GAP
097-0023	Legion Memorial Church	NORTON
097-0024	Louisville and Nashville Railroad Bridge Seaboard Railroad Bridge	APPALACHIA
097-0025	Gunter, John, House	APPALACHIA
097-0026	Appalachia Methodist Church Revival Memorial Methodist Episcopal Church South	APPALACHIA
097-0027	Appalachia Hotel Appalachia Towers	APPALACHIA
097-0028	Peake Building	APPALACHIA
097-0029	Commercial/Residential Building, 307 West Main Street	APPALACHIA
097-0030	Fuller's Department Store	APPALACHIA
097-0031	Louisville & Nashville Railroad Station	APPALACHIA
097-0032	First Baptist Church, Appalachia	APPALACHIA
097-0033	Holley House Isaac, Bill, House	APPALACHIA
097-0034	First Presbyterian Church	APPALACHIA
097-0035	Appalachia City Hall Appalachia Police Department	APPALACHIA
097-0036	Mullins House	APPALACHIA
097-0037	House, 5355 Park Place	APPALACHIA
097-0038	House, 5363 Park Place	APPALACHIA

097-0039	House, Route 600	APPALACHIA
097-0040	Stonega Freight Depot	APPALACHIA
097-0041	Stonega School	APPALACHIA

SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
=====	=====	=====
	Stonega Baptist Church	
097-0042-0000	Stonega Historic District	COEBURN
	Westmoreland Coal Co. Homes	
097-0042-0001	Houser, A.E., House	COEBURN
097-0042-0002	House, Route 600	COEBURN
097-0042-0003	House, Route 600	COEBURN
097-0042-0004	Garage, Route 600	COEBURN
097-0042-0005	Lambert House	COEBURN
097-0042-0006	House, VA Route 78	COEBURN
097-0043	House, Route 600	APPALACHIA
097-0044	Osaka Warehouse, Westmoreland Coal Company	APPALACHIA
097-0045	Osaka Store	APPALACHIA
097-0046	House, Route 685, Roda	APPALACHIA
097-0047	Roda Baptist Mission	APPALACHIA
097-0048	Derby Historic District (Proposed)	APPALACHIA
097-0048-0001	Tile House, Route 686	APPALACHIA
097-0048-0002	Tile House, Route 686	APPALACHIA
097-0048-0003	Coal House, Route 686	APPALACHIA
097-0048-0004	Fire House, Route 686	APPALACHIA
097-0048-0005	Tile House, Route 686	APPALACHIA
097-0048-0006	Garage, Route 686	APPALACHIA
097-0049	Derby United Methodist Church	APPALACHIA
097-0050	House, Superintendent's, Route 686	APPALACHIA
	Derby Coal Company Manager's House	
097-0051	Imboden Methodist Church	APPALACHIA
097-0052	House, Route 68, Imboden	APPALACHIA
097-0053-0001	Randolph Hall, Clinch Valley College	WISE
097-0053-0002	Crockett Hall, Clinch Valley College	WISE
097-0053-0003	Log Cabin, Clinch Valley College	WISE
097-0054	Big Stone Gap ABC Store	BIG STONE GAP
097-0055	Appalachia Main Post Office	APPALACHIA
097-0056	CSX Transportation Abandonment and Discontinuance	
097-0057	High Knob Cabin	WISE
097-0058-0001	High Knob Cabin	WISE
097-0058-0002	High Knob Bath House	WISE
097-0059	Country Cabin	NORTON
097-0059-000	Country Cabin	NORTON
097-0060	Barn, Paramount Coal Corporation	POUND
097-0061	House, A & G Coal Corporation	POUND
097-0062	House, A & G Coal Corporation	POUND
097-0063	House, A & G Coal Corporation	POUND
097-0064	House, A & G Coal Corporation	POUND
097-0065	Storage Building, A & G Coal Corporation	POUND
097-0066	House, A & G Coal Corporation	POUND

097-0067	Storage Building, A & G Coal Corporation	POUND
097-0068	House, A & G Coal Corporation	POUND
097-0069	Shed, A & G Coal Corporation	POUND
097-0070	House, A & G Coal Corporation	POUND

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SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
097-0071	Mobile Home, A & G Coal Corporation	POUND
097-0072	House, A & G Coal Corporation	POUND
097-0073	Clinch Ranger District Equipment Depot	WISE
097-0099	House, 425 2nd Street	COEBURN
097-0100	House, 313 2nd Street	COEBURN
097-0101	House, 207A May Street	COEBURN
097-0102	House, 207 May Street Kelley House	COEBURN
097-0103	House, 207C May Street	COEBURN
097-0104	House, 135 Railroad Road	COEBURN
097-0105	House, 190 Railroad Road	COEBURN
097-0106	House, Spring Street	COEBURN
097-0107	House, 276 Spring Street Perry House	COEBURN
097-0108	House, 262 Spring Street	COEBURN
097-0109	Commercial Building, 302 Quillen Avenue Roger's Grocery	COEBURN
097-0110	House, 501 Central Avenue	COEBURN
097-0111	House, 515 Quillen Avenue O'Dell House	COEBURN
097-0112	House, 510 Crab Orchard Road Salyer House	COEBURN
097-0113	House, 524 Crab Orchard Road	COEBURN
097-0114	House, 526 Crab Orchard Road	COEBURN
097-0115	House, 538 Crab Orchard Road	COEBURN
097-0116	House, 916 Crab Orchard Road Green House	COEBURN
097-0117	House, 602 Quillen Avenue	COEBURN
097-0118	House, 700 Quillen Avenue	COEBURN
097-0119	Mt. Zion Baptist Church	COEBURN
097-0120	House, 720 Front Street	COEBURN
097-0121	House, 723 Front Street	COEBURN
097-0122	House, 801 Front Street Reeves House	COEBURN
097-0123	House, 805 Front Street	COEBURN
097-0124	House, 807 Front Street	COEBURN
097-0125	Abandoned Barn	NORTON
097-0126	House, Route 636	WISE
097-0127	House, Route 636	WISE
097-0128	House, Route 636	WISE
097-0129	Storage Building, Route 636	WISE
097-0130	House, Route 636	WISE
097-0131	House, Route 636	WISE

097-0132	House, Route 636	WISE
097-0133	House, Route 636	WISE
097-0134	House, Route 636	WISE
097-0135	Bridge, Rt. 72	COEBURN
097-0136	Red Onion Mountain Prison Site Survey, Cemetery, Route 638	POUND
097-0137	Red Onion Mountain Prison Site Survey, House, Route 638	POUND
097-0138	Red Onion Mountain Prison Site	POUND

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SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
097-0139	Red Onion Mountain Prison Site Survey, House, Route 638	POUND
097-0140	Red Onion Mountain Prison Site Survey, House, Route 638	POUND
097-0141	Red Onion Mountain Prison Site Survey, House, Route 638	POUND
097-0142	Red Onion Mountain Prison Site Survey, House, Route 638	POUND
097-0143	Red Onion Mountain Prison Site Survey, House, Route 638	POUND
097-0144	Red Onion Mountain Prison Site Survey, House, Route 638	POUND
097-0145	Red Onion Mountain Prison Site Survey, House, Route 638	POUND
097-0146	Red Onion Mountain Prison Site Survey, House, Route 638	POUND
097-0147	Red Onion Mountain Prison Site Survey, House, Route 638	POUND
097-0148	Red Onion Mountain Prison Site Survey, House, Route 638	POUND
097-0149	Red Onion Mountain Prison Site Survey, House, Route 638	POUND
097-0150	Red Onion Mountain Prison Site Survey, House, Route 638	POUND
097-0151	Red Onion Mountain Prison Site Survey, House, Route 638	POUND
097-0152	Red Onion Mountain Prison Site Survey, House, Route 638	POUND
097-0153	Red Onion Mountain Prison Site Survey, House, Route 638	POUND
097-0154	Red Onion Mountain Prison Site Survey, House, Route 638	POUND
097-0155	Red Onion Mountain Prison Site Survey, House, Route 638	POUND
097-0156	Red Onion Mountain Prison Site Survey, Church, Route 638	POUND
097-0157	Red Onion Mountain Prison Site Survey, House, Route 632	POUND
097-0158	Taylor House	POUND
097-0159	House, Wallace	POUND

	Mullins, Deborah	
097-0160	Peaks House	POUND
097-0161	Meade House	POUND
097-0162	Baker House	POUND
097-0163	Mullins, Airtt, House	POUND
097-0164	Mullins, Linda, House	POUND
097-0165	Jackson House	POUND
097-0166	Mullins, Sammy, House	POUND
097-0167	Mullins, Mary, Tenant House	POUND
097-0168	Mullins, Mary, House	POUND
097-0169	Bolling House	POUND
097-0170	Mullins, Oma, House	POUND
097-0171	Cantrell House	POUND

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SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
=====	=====	=====
097-0172	Boggs House	POUND
097-0173	Mullins, E.D., House	POUND
097-0174	Sturgell House	POUND
097-0175	House, Route 633	POUND
097-0176	Elkins House, #1	POUND
097-0177	Elkins House, #2	POUND
097-0178	St. Paul Historic District	ST. PAUL
097-0178-0001	Blue Sulphur Hotel	ST. PAUL
097-0178-0002	Ennis House	ST. PAUL
097-0178-0003	Commercial Bldg., Russell St. & Fifth Ave.	ST. PAUL
097-0178-0004	Brown House	ST. PAUL
097-0178-0005	National Bank Building	ST. PAUL
097-0178-0006	Commercial/Residential, Fourth Ave.	ST. PAUL
097-0178-0007	St. Paul Supply Company	ST. PAUL
097-0178-0008	Jennings House	ST. PAUL
097-0178-0009	House, 16649 Wise Street	ST. PAUL
097-0178-0010	First Baptist Church	ST. PAUL
097-0178-0011	House, S.E. Corner, Buchanan St. & Fourth Ave.	ST. PAUL
097-0178-0012	House, N.E. Corner, Buchanan St. & Fourth Ave.	ST. PAUL
097-0178-0013	House, 16617 Buchanan St.	ST. PAUL
097-0178-0014	Turner, W.A. House	ST. PAUL
097-0179	Tate, T.S., House	COEBURN
097-0179	Tate, T. S., House	
097-0180	The Rock House	ST. PAUL
097-0181	Glovier Farm	ST. PAUL
097-0182	Williams, Ida B., Farm	ST. PAUL
097-0183	Foster House	ST. PAUL
097-0184	Williams, Sam, House	ST. PAUL
097-0185	Talbert House	ST. PAUL
097-0186	Sugar Hill	ST. PAUL
097-0186	Sugar Hill	
097-0187	Austin, Flem, House	ST. PAUL
097-0188	Robinette, Don, House	ST. PAUL
097-0189	Bridge, Route 775	ST. PAUL

097-0190	Wells Chapel	ST. PAUL
097-0191	Trent House	ST. PAUL
097-0192	Virginia City Church	ST. PAUL
097-0193	Owens, Samuel J., House	ST. PAUL
097-0194	Evans House	ST. PAUL
097-0195	Holbrook House	COEBURN
097-0196	Burial Site	ST. PAUL
097-0197	Bridge, Route 657, VDOT # 6063	COEBURN
097-0197	Bridge, Route 657	
097-0198	Bridge, Route 657, VDOT # 6062	COEBURN
097-0199	Stallard, Edwin, House	COEBURN
097-0200	Mary Martin Memorial Presbyterian Church	COEBURN
097-0201	Stallard, Emory, House	COEBURN
097-0202	Robinette, Hattie, House	COEBURN
097-0203	Salyers, L. B., House	COEBURN
097-0204	Harvey House	COEBURN

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SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
=====	=====	=====
097-0205	Hall, Howard, House	COEBURN
097-0206	Hall Farm	ST. PAUL
097-0207	Salyers, Edna, House	COEBURN
097-0208	Bond/Lawson House	COEBURN
097-0209	Greear Farm	ST. PAUL
097-0210	Hale, Missouri, House	COEBURN
097-0211	Bond/Jones House	COEBURN
097-0212	McReynolds, Emory, House	COEBURN
097-0213	Bond, Nathan, House	COEBURN
097-0214	Horne Store	COEBURN
097-0215	York House	COEBURN
097-0216	Young, Parker, House	COEBURN
097-0217	Brooks, Square, House	ST. PAUL
097-0218	Edwards House	COEBURN
097-0219	Addington, Fleetwood, House	COEBURN
097-0220	House, Markham Road	COEBURN
097-0221	Heath, Charles, House	COEBURN
097-0222	Jessee, Morgan, House	COEBURN
097-0223	Barrowman House	COEBURN
097-0224	Old Bull Run Church	COEBURN
097-0225	Lawson, George, House	COEBURN
097-0226	Railroad Bridge, Little Toms Creek	COEBURN
097-0227	Tunnels, Dwina Hollow	ST. PAUL
097-0228-0009	Reed, Wallace, House	COEBURN
	Kilgore, Irene, House	
097-0228-001	Hartsock House	COEBURN
097-0228-0010	Toohey House	COEBURN
097-0228-002	Fleenor House	COEBURN
097-0228-003	Hilton House	COEBURN
097-0228-004	Addington, J.L., House	COEBURN
097-0228-005	Hillman/Banner House	COEBURN
097-0228-006	Coeburn Produce	COEBURN
097-0228-007	Still, Jack, House	COEBURN

097-0228-008	Coeburn Railroad Station	COEBURN
097-0229	Clay House	COEBURN
097-0230	House, 601 North Street	COEBURN
097-0231	Estes House	COEBURN
097-0232	Davis-Denny House	COEBURN
097-0233	Bondtown Cemetery	COEBURN
097-0234	Hartsock Commercial	COEBURN
097-0235	Lay Estate	COEBURN
097-0236	Smith, Lee Oda, House	COEBURN
097-0237	Tompkins House	COEBURN
097-0238	Coal Camp House	COEBURN
097-0239	Barn, Route 651	COEBURN
097-0240	Fairview School	COEBURN
097-0241	Trent, Greta, House	COEBURN
097-0242	Peters House	COEBURN
097-0243	Culbertson Property	COEBURN
097-0244	South Coeburn Methodist Church	COEBURN
097-0245	Robinette, Melvin, House	COEBURN
	Log House on Corner	
097-0246	Kilgore, Charles, House	COEBURN
097-0247	Robinette/Reed House	COEBURN

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DHR FILE #	PROPERTY NAME	USGS QUAD MAP
=====	=====	=====
097-0248	Worley House	COEBURN
097-0249	Riverview School	COEBURN
097-0250	Hamilton House	COEBURN
097-0251	Stapleton/Hamm Farm	COEBURN
097-0252	Dingus, John, House	COEBURN
097-0253	Corder, Henry, Farm	WISE
097-0254	Tacoma United Methodist Church	WISE
097-0255	Renfro Farm	WISE
097-0256	Robbins House	WISE
097-0257	Bond, Cobb, House	WISE
097-0258	Nash, Wyciffe, House	WISE
097-0259	Nash Cemetery	WISE
097-0260	Smith, Stallard, Farm	WISE
097-0261	Nash, Robert, House	WISE
097-0262	House, Route 646	WISE
097-0263	Hollyfield-Beverly House	WISE
097-0264	Skeen, Joseph, Barn	WISE
097-0265	Easterling House	WISE
097-0266	Mullins, Shelcy, House	WISE
097-0267	Jessee, Earl, House	POUND
097-0268	Holyfield House	POUND
097-0269	Duncan Gap School	POUND
097-0270	Beverly, William D., House	WISE
097-0271	Miller Dairy Farm	WISE
097-0272	Darter, R.L., Farm	WISE
097-0273	Plummer House	WISE
097-0274	Commercial/Residential U.S. Route	POUND
	23	
097-0275	Hurricane Baptist Church	POUND

097-0276	Barn, Route 644	POUND
097-0277	Bolling, Cecil, House Springside	POUND
097-0278	Barker, W.S., House	POUND
097-0279	Barn, Route 635	POUND
097-0280	Hollyfield, Bartley, House	POUND
097-0281	Collins School	POUND
097-0282	McCarthy, D.B., House	POUND
097-0283	Lane, Odell, Barn	POUND
097-0284	Hubbard, Thurston, House	POUND
097-0285	Collins, Walker, House	POUND
097-0286	House, Route 673	POUND
097-0287	Baker School	POUND
097-0288	Lane's Store	POUND
097-0289	Davis, David, House	POUND
097-0290	Slemp, Edward F., Barn	CANEY RIDGE
097-0291	Stallard, John, Barn #1	POUND
097-0292	Stallard, John, House	POUND
097-0293	Stallard, John, Barn #2	POUND
097-0294	Meade/Bolling House	POUND
097-0295	Meade, Henry, Barn	POUND
097-0296	Baker, James M., Farm	POUND
097-0297	Baker/Skeen House	POUND
097-0298	Baker, Travis, Farm	POUND
097-0299	Meade, Sol, House	POUND

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SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
=====	=====	=====
097-0300	West Norton United Methodist Church	NORTON
097-0301	Head Start, Inc.	NORTON
097-0302	Interstate Railroad Trestle Bridge #6028	NORTON
097-0303	Fraley House Teasley House Pines, The	NORTON
097-0304	House, 6307 Josephine Road	NORTON
097-0305	Bridge #6204	NORTON
097-0306	Bridges, Route 674 Bridge #6088	NORTON
097-0307	Blackwood Historic District	NORTON
097-0307-0001	Blackwood Fuel Company Office Blackwood Land Company, Inc.	NORTON
097-0307-0002	Blackwood Dwelling - Type 1	NORTON
097-0307-0003	Blackwood Dwelling - Type 2	NORTON
097-0308	Kelly View School	NORTON
097-0309	Cornett, J. M., House	APPALACHIA
097-0310	Rasor, Charles, House	BIG STONE GAP
097-0311	Stone Mountain Chapel Church of God of Prophecy	BIG STONE GAP
097-0312	School Ruins, U.S. Route 58A	BIG STONE GAP
097-0313	Powell's Valley Presbyterian Church	NORTON
097-0314	Cawood, Clayton Powell, House	NORTON
097-0315	McClanahan, H. H., Farm	NORTON

097-0316	Barns, Route 683	EAST OF STONE GAP
097-0317	House, Route 617	EAST OF STONE GAP
097-0318	Jones, Isaac Newton, House	EAST OF STONE GAP
097-0319	Berry, Rex, House	EAST OF STONE GAP
097-0320	House, Route 702	EAST OF STONE GAP
097-0321	House, Routes 702 & 609	EAST OF STONE GAP
097-0322	Bridge, Route 609 VDOT #6006	EAST OF STONE GAP
097-0323	Elkins Grocery, Feed, Coal Upton's Furniture	EAST OF STONE GAP
097-0324	Taylor, G.B., House	EAST OF STONE GAP
097-0325	Barn, Route 612	EAST OF STONE GAP
097-0326	Bridge, Route 612 VDOT #6020	EAST OF STONE GAP
097-0327	House, Route 610	NORTON
097-0328	Robinette, Garfield, House	NORTON
097-0329	Powell Valley Presbyterian Chapel	NORTON
097-0330	Bridge, Route 612	NORTON
097-0330-	Bridge #6019	NORTON
097-0331	Outbuildings, Route 604	NORTON
097-0332	Log House, Route 612	NORTON
097-0333	House, JCT Routes 610 & 612	NORTON
097-0334	Slemp Farm	NORTON
097-0335	Egan Farm	EAST OF STONE GAP
097-0336	House, Route 602	EAST OF STONE GAP
097-0337	Skeen's Store	EAST OF STONE GAP
097-0338	House, Route 602 & Route 613	EAST OF STONE GAP
097-0339	Clinch Haven Farms	NORTON
097-0340	Morris, Roscoe, Farm	EAST OF STONE GAP

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DHR FILE #	PROPERTY NAME	USGS QUAD MAP
=====	=====	=====
	Old Morris Place	
097-0341	House, Route 613	EAST OF STONE GAP
097-0342	Bridge, Route 616 and 602	EAST OF STONE GAP
097-0343	Smith, Richard C., House	EAST OF STONE GAP
097-0344	House, Route 613	BIG STONE GAP
097-0345	House, Coal Camp, Imboden	APPALACHIA
097-0346	House, Coal Camp, Exeter	BIG STONE GAP
097-0347	House, 127 Harding Street	APPALACHIA
097-0348	First Christian Church	APPALACHIA
097-0349	House, Church Street	APPALACHIA
097-0350	Commercial/Residential, 133-137 Callahan Ave.	APPALACHIA
097-0351	Moore, Reggie & Faye, House	APPALACHIA
097-0352	House, 201 Bell Ave.	APPALACHIA
097-0353	House, 312 Bell Ave.	APPALACHIA
097-0354	House, 306 Bell Ave.	APPALACHIA
097-0355	House, 105 Highland Street	NORTON
097-0356	House, 404 East Main Street	APPALACHIA
097-0357	House, 381 East Main Street	APPALACHIA
097-0358	House, 373 East Main Street	APPALACHIA
097-0359	Virginia Wholesale Company	APPALACHIA

097-0360	House, 305 Park Avenue	APPALACHIA
097-0361	House, 304 Chestnut St.	APPALACHIA
097-0362	Appalachia Historic District	APPALACHIA
097-0362	Appalachia Historic District	APPALACHIA
097-0362	Appalachia Historic District	APPALACHIA
097-0362	Appalachia Historic District	APPALACHIA
097-0362	Appalachia Historic District	APPALACHIA
097-0362-0004	Edwards, W.B., House	APPALACHIA
097-0362-0005	House, 222 Spruce St.	APPALACHIA
097-0362-0006	House, 304 Spruce St.	APPALACHIA
097-0362-0007	House, 255 Wise St.	APPALACHIA
097-0362-0008	House, 224 King St.	APPALACHIA
097-0362-0009	House, 309 King Street	APPALACHIA
097-0362-0010	House, 305 Roberts Street	APPALACHIA
097-0362-0011	House, 505 Spruce Street	APPALACHIA
097-0362-0012	Bridge, Inman Street	APPALACHIA
	Bridge, Powell River	
097-0362-0013	Talley's Store	APPALACHIA
097-0362-0014	House, 101-A West River Street	APPALACHIA
097-0362-0015	Ison, Festus, House	APPALACHIA
097-0362-0016	House, 414 Fifth Street	APPALACHIA
097-0362-0017	Bridge, US Routes 23 & 58A	APPALACHIA
097-0362-0018	Appalachia Service Center	APPALACHIA
097-0362-0018	Appalachia Service Center	APPALACHIA
097-0362-0018	Appalachia Service Center	APPALACHIA
097-0362-0018	Appalachia Service Center	APPALACHIA
097-0362-0018	Appalachia Service Station	APPALACHIA
097-0362-0019	House, 147 Ridge Avenue	APPALACHIA
097-0362-0020	House, 124 Powell Street	APPALACHIA
097-0362-012	Powell River Bridge	APPALACHIA
	Inman Street Bridge	
	Bridge 6095	
097-0363	House, 114 South Inman Street	APPALACHIA

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DHR FILE #	PROPERTY NAME	USGS QUAD MAP
=====	=====	=====
097-0364	Andover School	APPALACHIA
097-0365	Jervis House	APPALACHIA
097-0366	Andover Store	APPALACHIA
097-0367	House, 4322 Fleming Road	APPALACHIA
097-0368	House, Supervisor's, Andover	APPALACHIA
097-0369	House, Route 685 (1455 Roda Rd.)	APPALACHIA
097-0370	House, Route 685 (1451 Roda Rd.)	APPALACHIA
097-0371	Railroad Section House, 5816 Dunbar Road	NORTON
097-0372	Barnette House	NORTON
097-0373	Dunbar United Methodist Church	NORTON
097-0374	House, 6051 Acorn Road	NORTON
097-0375	Bloomer House, 6109 Dunbar Road	NORTON
097-0376	House, 6110 Fellowship Rd.	NORTON
097-0377	Mosier, Edward, House	NORTON
097-0378	House, 1609 Fellowship Rd.	NORTON
097-0379	Dunbar Bath House	NORTON

097-0360	House, 305 Park Avenue	APPALACHIA
097-0361	House, 304 Chestnut St.	APPALACHIA
097-0362	Appalachia Historic District	APPALACHIA
097-0362	Appalachia Historic District	APPALACHIA
097-0362	Appalachia Historic District	APPALACHIA
097-0362	Appalachia Historic District	APPALACHIA
097-0362	Appalachia Historic District	APPALACHIA
097-0362-0004	Edwards, W.B., House	APPALACHIA
097-0362-0005	House, 222 Spruce St.	APPALACHIA
097-0362-0006	House, 304 Spruce St.	APPALACHIA
097-0362-0007	House, 255 Wise St.	APPALACHIA
097-0362-0008	House, 224 King St.	APPALACHIA
097-0362-0009	House, 309 King Street	APPALACHIA
097-0362-0010	House, 305 Roberts Street	APPALACHIA
097-0362-0011	House, 505 Spruce Street	APPALACHIA
097-0362-0012	Bridge, Inman Street	APPALACHIA
	Bridge, Powell River	
097-0362-0013	Talley's Store	APPALACHIA
097-0362-0014	House, 101-A West River Street	APPALACHIA
097-0362-0015	Ison, Festus, House	APPALACHIA
097-0362-0016	House, 414 Fifth Street	APPALACHIA
097-0362-0017	Bridge, US Routes 23 & 58A	APPALACHIA
097-0362-0018	Appalachia Service Center	APPALACHIA
097-0362-0018	Appalachia Service Center	APPALACHIA
097-0362-0018	Appalachia Service Center	APPALACHIA
097-0362-0018	Appalachia Service Center	APPALACHIA
097-0362-0018	Appalachia Service Station	APPALACHIA
097-0362-0019	House, 147 Ridge Avenue	APPALACHIA
097-0362-0020	House, 124 Powell Street	APPALACHIA
097-0362-012	Powell River Bridge	APPALACHIA
	Inman Street Bridge	
	Bridge 6095	
097-0363	House, 114 South Inman Street	APPALACHIA

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DHR FILE #	PROPERTY NAME	USGS QUAD MAP
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097-0364	Andover School	APPALACHIA
097-0365	Jervis House	APPALACHIA
097-0366	Andover Store	APPALACHIA
097-0367	House, 4322 Fleming Road	APPALACHIA
097-0368	House, Supervisor's, Andover	APPALACHIA
097-0369	House, Route 685 (1455 Roda Rd.)	APPALACHIA
097-0370	House, Route 685 (1451 Roda Rd.)	APPALACHIA
097-0371	Railroad Section House, 5816 Dunbar Road	NORTON
097-0372	Barnette House	NORTON
097-0373	Dunbar United Methodist Church	NORTON
097-0374	House, 6051 Acorn Road	NORTON
097-0375	Bloomer House, 6109 Dunbar Road	NORTON
097-0376	House, 6110 Fellowship Rd.	NORTON
097-0377	Mosier, Edward, House	NORTON
097-0378	House, 1609 Fellowship Rd.	NORTON
097-0379	Dunbar Bath House	NORTON

097-0380	Strength House	NORTON
097-0381	House, Route 610	NORTON
097-0382	Wise Coal and Coke Company	NORTON
097-0383	House, Route 621	NORTON
097-0384	Sturgill, Louisa, House	NORTON
097-0385	House, Route 610 and 623	NORTON
097-0386	Laurel Grove Primitive Baptist Church	NORTON
097-0387	Barn, Route 610	NORTON
097-0388	Hill, Emory, House	NORTON
097-0389	Hensley, P. H., House	FLAT GAP
097-0390	Dewey School	FLAT GAP
097-0391	Welch, R.H., Store Countiss Store	FLAT GAP
097-0392	Countiss, M.L., House	FLAT GAP
097-0393	House, Route 620	FLAT GAP
097-0394	B & J Grocery	FLAT GAP
097-0395	Flat Gap School	FLAT GAP
097-0396	Owens/Bolling Farm	FLAT GAP
097-0397	Flat Gap Missionary Baptist Church	FLAT GAP
097-0398	Sturgill, Mac, House	FLAT GAP
097-0399	Independent Bible Church	FLAT GAP
097-0400	Qualls Farm	FLAT GAP
097-0401	House, 7717 Arrowhead Road Sturgill, Blanche, House	FLAT GAP
097-0402	Hadden, Lawrence, House	JENKINS EAST
097-0403	Sunnydale Farm	JENKINS EAST
097-0404	Powers, Francis Gary, House	JENKINS EAST
097-0405	Pine, Francis, Chapel	JENKINS EAST
097-0406	Sparks, Roy, House	JENKINS EAST
097-0407	Ireson House Keith House	JENKINS EAST
097-0408	House, Route 631	JENKINS EAST
097-0409	House, Routes 83 & 856	JENKINS EAST
097-0410	House, Route 632	JENKINS EAST
097-0411	Motel Austin	POUND
097-0412	Maggard, Dave, Store	JENKINS EAST

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DHR FILE #	PROPERTY NAME	USGS QUAD MAP
=====	=====	=====
	Shockey, E. B., Store	
097-0413	Bridge, Route 83	POUND
097-0414	Pound United Methodist Church	POUND
097-0415	Mullins, Henry I., House	POUND
097-0416	Christopher Gist High School Pound Town Hall	POUND
097-0417	Pound Hardware	POUND
097-0579	Wood & Steel Shed	POUND
097-0580	Bridge, Hays Branch Rd.	POUND
097-0580-000	Bridge, Hays Branch Road	POUND
097-0581	White House on the Hill	BIG STONE GAP
097-0582	W.R. Neeley Grocery Patrick Furniture and Appliances	BIG STONE GAP

097-0583	Noeley House	BIG STONE GAP
097-0584	Lou's Carpet Outlet	BIG STONE GAP
097-0585	House, Route 621	NORTON
097-0585-000	House, Route 621	NORTON
097-0586	House, Route 621	NORTON
097-0586-000	House, Route 621	NORTON
097-0587	House, Route 621	NORTON
097-0587-000	House, Route 621	NORTON
097-0588	House, Route 621	NORTON
097-0588-000	House, Route 621	NORTON
097-0589	House, Route 610	NORTON
097-0589-0000	House, Route 610	NORTON
097-0590-0000	Lyons House	NORTON
097-0591-000	Legion Memorial M.E. Church South	NORTON
097-0591-002	American Legion Memorial Cemetery	NORTON
097-0592-000	House, Route 610	NORTON
097-0593-000	Wampler House	NORTON
097-0594-000	House, Route 610	NORTON
097-0595-000	Bungalow, Route 610	NORTON
097-0596	Bridge over Butcher Fork Structure #6139	NORTON
097-0597	Commercial Building, 309 West Main Street	APPALACHIA
097-5002-	Bridge #1029	COEBURN
097-5003-	Bridge #1039	COEBURN
097-5004-	Bridge #1052	COEBURN
097-5005-	Bridge #1037	CANEY RIDGE
097-5006-	Bridge #6141	EAST OF STONE GAP
097-5008-	Bridge #1002	POUND
097-5009-	Bridge #6128	POUND
097-5010-	Bridge #1050	ST. PAUL
101-0001	Fox, John Jr., House	BIG STONE GAP
101-0001-000	Fox, John Jr., House	BIG STONE GAP
101-0002	Ayers, General Rufus A., House Southwest Virginia Historical Museum	BIG STONE GAP
101-0003	Tolliver, June, House	BIG STONE GAP
101-0003-000	Tolliver, June, House	BIG STONE GAP
101-0004	Big Stone Gap Post Office	BIG STONE GAP
101-0004-000	United States Post Office and Courthouse	BIG STONE GAP

SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
=====	=====	=====
	Big Stone Gap Post Office	
101-0005	Christ Episcopal Church	BIG STONE GAP
101-0005-000	Christ Episcopal Church	BIG STONE GAP
101-0006	Trailways Bus Terminal	BIG STONE GAP
101-0007	Presbyterian Church, Big Stone Gap	BIG STONE GAP
101-0008	House, 1st and Wyandotte St.	BIG STONE GAP
101-0009	House, 15 W. Fourth St.	BIG STONE GAP
101-0010	House, 8 W. Second St.	BIG STONE GAP
101-0011	Miller, Marvin E., House	BIG STONE GAP

101-0012	Trigiani House	BIG STONE GAP
101-0013	Wentz, Ted, House	BIG STONE GAP
101-0014	House, 104 West 2nd St., North	BIG STONE GAP
101-0015	Taggart, John K., House	BIG STONE GAP
	Prescott, E.J., House	
101-0016	House, 120 West Second Street, North	BIG STONE GAP
101-0017	House, 214 West Second Street, North	BIG STONE GAP
101-0018	Painter/Matthews House	BIG STONE GAP
101-0019	Beverly House	BIG STONE GAP
101-0020	Gas Station, 320 Shawnee Avenue, East	BIG STONE GAP
101-0021	Minor Block	BIG STONE GAP
101-0022	Richmond House	BIG STONE GAP
	Yearly House	
101-0023	Haynes Grocery	BIG STONE GAP
101-0024	House, 2233 4th Ave., East	BIG STONE GAP
101-0025	Kern/Campbell House	BIG STONE GAP
101-0026	Interstate Railroad Car 101	BIG STONE GAP
101-0027	Big Stone Gap Armory	BIG STONE GAP
101-0027-000	Big Stone Gap Armory	
101-0028-0001	Big Stone Gap Shop and Depot -- Garage	BIG STONE GAP
101-0028-0002	Big Stone Gap Shop and Depot -- Office	BIG STONE GAP
101-0030	Williams Creek Bridge	BIG STONE GAP
	Williams, Hugh, Memorial Bridge	
101-0031	Church Ruins, Cumberland Avenue West	BIG STONE GAP
101-0032	House Ruins, Cumberland Avenue, West	BIG STONE GAP
101-0033	House, 14 West 15th Street, North	BIG STONE GAP
101-0034	Jervis House	BIG STONE GAP
101-0035	Bridge, Short Street	BIG STONE GAP
101-0036	Kelly, Newt, House	BIG STONE GAP
	House, 1202 Cumberland Avenue, West	
101-0037	Sherman House	BIG STONE GAP
101-0038	Haynes, Ethel, House	BIG STONE GAP
101-0039	Bridge, Wood Avenue, West	BIG STONE GAP
101-0039-	Bridge #1802	BIG STONE GAP
101-0040	Bridge, #8002, Shawnee Avenue, West	BIG STONE GAP
101-0041	Adams Little Market Store, Wood Avenue	BIG STONE GAP
101-0042	House, Wood Avenue	BIG STONE GAP

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SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
=====		
101-0043	House, 228 Wallens Ridge Boulevard	BIG STONE GAP
101-0044	Bridge, Proctor Street	BIG STONE GAP
101-0045	Beard, Walter G., House	BIG STONE GAP
101-0046	Barker, J. B., House	BIG STONE GAP
101-0047	House, 408 E. 5th St. S.	BIG STONE GAP

101-0048	House, 229 Hamblin St.	BIG STONE GAP
101-0049	Bridge, Gilley Ave., East	BIG STONE GAP
101-0049-	Bridge #1801	BIG STONE GAP
101-0050	House, East 5th St., South	BIG STONE GAP
101-0051	Glencoe Cemetery	BIG STONE GAP
101-0052	House, 511 Clinton Avenue, East	BIG STONE GAP
101-0053	Parts Plus Auto Store	BIG STONE GAP
101-0054	House, 606 Wood Avenue, East	BIG STONE GAP
101-0055	Nickels Hardware	BIG STONE GAP
	Powell Valley Builders and Supply	
101-0056	House, 6th Street	BIG STONE GAP
101-0057-0000	Big Stone Gap Historic District	BIG STONE GAP
	(Proposed)	
101-0057-0001	House, 103 West First Street, South	BIG STONE GAP
	Westmoreland Coal Company Gust	
	House	
101-0057-0002	House, Proctor Street	BIG STONE GAP
101-0057-0003	House, 120 Wyandotte Avenue, West	BIG STONE GAP
101-0057-0004	House, Wyandotte Avenue East	BIG STONE GAP
101-0057-0005	House, Proctor Street	BIG STONE GAP
101-0057-0006	House, Proctor Street	BIG STONE GAP
101-0057-0007	House, 102 West 2nd Street South	BIG STONE GAP
101-0057-0008	House, 11 Wyandotte Avenue, East	BIG STONE GAP
101-0057-0009	House, 112 Gilley Ave., West	BIG STONE GAP
101-0057-0010	Mt. Hermon Presbyterian Church	BIG STONE GAP
101-0057-0011	House, 219 Wyandotte Ave., East	BIG STONE GAP
101-0057-0012	House, 125 Clinton Ave., East	BIG STONE GAP
101-0057-0013	House, 313 Wyandotte Ave., East	BIG STONE GAP
101-0057-0014	McCormick House	BIG STONE GAP
101-0057-0015	Bullitt Park	BIG STONE GAP
101-0057-0016	Polly, Shade, House	BIG STONE GAP
101-0057-0017	Lustron, Vernon, House	BIG STONE GAP
101-0057-0018	House, 203 East First Street, North	BIG STONE GAP
101-0057-0019	Collier, J.B., Store	BIG STONE GAP
101-0058	Auto World Chrysler - Plymouth -	BIG STONE GAP
	Dodge	
101-0059	Collinsworth House	BIG STONE GAP
101-0060	Williams Chapel A.M.E. Zion Church	BIG STONE GAP
101-0061	Morrison House	BIG STONE GAP
101-0062	House, 414 2nd Ave., West	BIG STONE GAP
101-0063	House, 646 Wood Ave., East	BIG STONE GAP
101-0064	Rivers, J.H., House	BIG STONE GAP
101-0065	House, 671 Wood Ave.	BIG STONE GAP
101-0066	House, 701 Wood Ave., East	BIG STONE GAP
101-0067	House, 715 Wood Ave., East	BIG STONE GAP
101-0068	Nickels, W.W., House	BIG STONE GAP
101-0069	Witt, Holbert, House	BIG STONE GAP
101-0070	Harper/Wells House	BIG STONE GAP
101-0071	House, 1121 1st Avenue, East	BIG STONE GAP

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SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
=====	=====	=====
101-0072	Arrington House	APPALACHIA

101-0073	Sword, Mary Ann Lacy, House	APPALACHIA
101-0074	Hartley, Bob, House	APPALACHIA
101-0075	Big Stone Gap High School	APPALACHIA
146-0001	Connor House and Site	NORTON
146-0002	Louisville & Nashville Railroad Station	NORTON
146-0003	U.S. Post Office (Demolished)	NORTON
146-0004	Boyce & Bell General Merchandise	NORTON
146-0005	Hotel Norton	NORTON
146-0006	Commercial Bldg., 764 Park Ave.	NORTON
146-0007	Commercial Building, Park Avenue	NORTON
146-0007	First Baptist Church	NORTON
146-0008	House, 844 Virginia Avenue	NORTON
146-0009	Turner House	NORTON
146-0010	House, 812 Virginia Avenue	NORTON
146-0011	Norton United Methodist Church	NORTON
146-0012	House, 748 Kline Avenue	NORTON
146-0013	House, Virginia Street & 8th Avenue	NORTON
146-0014	House, 211 Highland Avenue	NORTON
146-0015	Bolling House	NORTON
146-0016	House, 302 Craig Street	NORTON
146-0017	House, 214 Craig Street	NORTON
146-0018	Kline, F.B., House	NORTON
146-0019	House, 512 Oak Street	NORTON
146-0019	House, Oak Street	NORTON
146-0020	Easer, George, House	NORTON
146-0021	Bolling Mansion	NORTON
146-0021	House, 1125 Virginia Avenue	NORTON
146-0022	House, 926 Virginia Avenue	NORTON
146-0023	House, 903 Virginia Avenue	NORTON
146-0024	Bolling Theatre	NORTON
146-0025	Dollar Genral Store, Park Avenue	NORTON
146-0026	Democratic Headquarters	NORTON
146-0027	Maggard Sales Company	WISE
146-0028	Mine and Mill Supplies	WISE
146-0028	Bollings Garage	NORTON
146-0029	Maggard House	NORTON
146-0030	Mullins House	NORTON
146-0031	House, 714 Park Avenue	WISE
146-0032	House, Park Avenue	WISE
146-0033	House, 516-518 Park Avenue	WISE
146-0034	Collins, Jimmy House	WISE
146-0035	Collins, Noha House	WISE
146-0035	Wampler, Leonard, Shop	WISE
146-0036	Norton Tipples, Inc.	WISE
146-0037	House, 11th Street	NORTON
146-0038	House, 730 Roberts Avenue	NORTON
146-0039	Newcomb House	NORTON
146-0040	House, 905 Kentucky Avenue	NORTON
146-0041	Food Bank of Wise Company	NORTON
146-0042	Store, 629 Kentucky Avenue	NORTON
146-0042	House, Kentucky Avenue	WISE
146-0043	Chestnut Grove Missionary Baptist	WISE

SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
	Church	
146-0044	Griffey House	WISE
146-0045	Orten, Georgie, House	WISE
	McConnell House	
146-0046	Virginia Armature Works	NORTON
146-0047	Smith Inc. of Virginia	NORTON
	Southwest Vehicle Recyclers	
146-0048	Stover, O.K., House	NORTON
146-0049	House, 1945 West Main Street	NORTON
146-0050	Fuller House	NORTON
146-0051	Diets, Charlie and Bessie, House	NORTON
146-0052	Ruins, Route 619	NORTON
146-0053	Davidson House	NORTON
146-0054	House, 1233 Virginia Avenue	NORTON
146-0055	House, 1217 Virginia Avenue	NORTON
146-0056	Norton Historic District (proposed)	NORTON
146-0056-0001	Highland Cemetery	NORTON
146-0056-0002	House, Park Ave.	NORTON
146-0056-0003	House, Park Ave.	NORTON
146-0056-0004	House, 1118 Park Ave.	NORTON
146-0056-0005	All Saints Episcopal Church	NORTON
146-0056-0006	Kemmerer Building	NORTON
146-0056-0007	House, The Terrace	NORTON
146-0056-0008	House, Lustron, 219 Highland Avenue	NORTON
146-0056-0009	House, Highland Avenue	NORTON
146-0056-0010	House, 702 Kline Avenue, NW	NORTON
146-0056-0011	Fleming, Richard, House	NORTON
146-0056-0012	Garage, Alley Between Chestnut and Highland Avenues	NORTON
146-0056-0013	Ball, David, House	NORTON
146-0056-0014	House, 1122 Spruce Avenue	NORTON
146-0056-0015	Tate, Jenay, House	NORTON
146-0056-0016	House, 209 11th Street, NW	NORTON
146-0056-0017	Foust House	NORTON
146-0056-0018	House, 128 9th Street, NW	NORTON
146-0056-0019	Apt's, The	NORTON
146-0056-0020	Bridge, 11th St.	NORTON
146-0057	Pelligrini Lustron House	NORTON
146-0058	House, Lustron, 205 Henry St.	NORTON
146-0059	Richardson Log House	NORTON
146-5001-	Bridge #8000	NORTON
329-0001	Wise County Courthouse	WISE
329-0001-000	Wise County Courthouse	WISE
329-0002	Colonial Hotel	
	The Inn at Wise Courthouse	
329-0002-000	Colonial Hotel	WISE
329-0002-000	Colonial Hotel	
329-0003	Building, Route 23	WISE
329-0004	Wise Historic District (Proposed)	
329-0004-0001	Fulton, E.M., House	
	Tate, Vernoy, House	

Williams, Glay, House
 329-0004-0002 Dotson, Napoleon B., House WISE
 Bailey House

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SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
	Vicars' House	
329-0004-0003	House, 111 West Main Street	WISE
329-0004-0004	Trinity United Methodist Church	WISE
329-0004-0005	Wise Cemetery	WISE
329-0004-0006	Banner, Willi, House	WISE
329-0004-0007	House, 202 Chestnut Street	WISE
329-0004-0008	McLemore, James Monroe, House	WISE
329-0004-0009	House, 303 Nottingham Avenue, Southeast	WISE
329-0004-0010	House, 301 Nottingham Avenue, Southeast	WISE
329-0004-0011	Roberts House	WISE
329-0004-0012	Kelly-Barr House	WISE
329-0004-0013	House, 402 East Main Street	WISE
329-0004-0014	Gymnasium	WISE
329-0004-0015	Gibson, Pat, House	WISE
329-0004-0016	House, 214 Park Avenue	WISE
329-0004-0017	House, Orr St.	WISE
329-0004-0018	Bruce, Creed, House	WISE
329-0004-0019	House, 309 East Main St. Vicars, "Rowdy," House	WISE
329-0004-0020	SportsWise, Inc.	WISE
329-0004-0021	Asbury Building	WISE
329-0004-0022	Thompson & Litton, Inc. Office Building, 102 Main Street	WISE
329-0004-0023	Wise Baptist Church	WISE
329-0005	Store, 207 West Main Street	WISE
	Clapboard House, The	
329-0006	Dean, Carter, House	WISE
	Knox, Jane, House	
329-0007	Vicars, Oscar Menifre, House	WISE
329-0008	Warehouse, Glade Street	WISE

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