

United States Department of the Interior
National Park Service

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date entered

National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Historic Resources of South Hills, ^{MRA} Charleston, West Virginia
and/or common

2. Location

street & number various (see individual survey forms, map) N/A not for publication
city, town Charleston — vicinity of
state West Virginia code 54 county Kanawha code 039

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<u>N/A</u> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
Multiple Resource	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input checked="" type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Various (see individual survey forms)
street & number N/A
city, town — vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Kanawha County Couthouse
street & number Court and Virginia Streets
city, town Charleston state West Virginia

6. Representation in Existing Surveys

1. "Sunrise" MacCorkle, Wm. A. home
title 2. Charleston Amtrak Station has this property been determined eligible? yes no
1. South Hills Historic Resource Survey federal state county local
date 2.

depository for survey records Historic Preservation Unit, Dept. of Culture and History
city, town Charleston state West Virginia

7. Description

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

Charleston, the capital city of West Virginia, is in the narrow Kanawha Valley at the meeting of the Kanawha and Elk Rivers. The South Hills section of Charleston (bounded by Porters Hollow to the west, Ferry Branch to the east, the Kanawha River to the north and Loudon Heights and Bridge Road to the south) is characterized by steep, winding roads and spectacular views. It is a residential area with a number of significant houses from the area's early development (between 1895 and 1935), one house dating back to the 1840's, and the old Chesapeake and Ohio depot.

The houses on or near Grosscup Road are represented in the Grosscup Road Historic District. Eighteen other homes scattered throughout the hill are surveyed separately. At the foot of South Hills is the old Chesapeake and Ohio Depot, which has been declared eligible for the National Register of Historic Places. Also included in this Multiple Resource Area nomination is "Sunrise, which is on the National Register of Historic Places.

Charleston Illustrated, published in 1894, wrote of the area that included South Hills, which was then a part of South Charleston. "Back on the heights, overlooking the city, is the residence portion of South Charleston where the streets, roadways and grounds laid out in curiously odd, but very pretty designs and overhung with beautiful and stately shade trees, are in harmony with the grandly beautiful rustic scenery in close proximity. Many elegant and costly residences are being built in this suburb." Very little was in the area before the 1890's - only a few small farms set back in the hills. The only known remaining structure built before 1890 is a log cabin from the 1840's. The houses in South Hills built in the late nineteenth and early twentieth centuries were large, single family, detached dwellings that varied in style and scale from small Victorian cottages to impressive mansions. In the Grosscup Road Historic District, the houses were built on individually owned lots drawn out along the streets and sold by the Grosscup-Meyers Realty Company. On other parts of the hill, the houses were not close together but were built on large private landholdings and estates, which have since been divided and sold over the century.

The historic resources of South Hills are notable for the variety of types, styles and periods of architecture they present. The earliest site, the Gilliland home and gravesite, features a log cabin typical of early rural West Virginians. In the 1890's, when South Hills was in its earliest phase of development, Victorian farmhouses and cottages were built. Two outstanding structures built in the first decade of the twentieth century were "Sunrise", Governor William A. MacCorkle's Greek Revival mansion, and the Chesapeake and Ohio Depot, built in a

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

received

date entered

South Hills Multiple Resource Area, Charleston, Kanawha Co., W.Va.

Continuation sheet

Item number

Page

7.

Two

vernacular Italianate style. Also included in this period are two American Four Square homes. After 1910, South Hills had been established as a fashionable residential area and the number of architectural style of the houses increased. Nominated in this survey from this period are large Bungalow and Colonial Revival homes and two Georgian Revival mansions. Outstanding examples are "Bougemont" (1916), the W.C. Kelly House (c. 1919), the R.S. Spilman House (c. 1922) and the W.E. Chilton II House (1932). (The W.C. Kelly House and R.S. Spilman House are in the Grosscup Road Historic District.)

The survey was conducted by Alice Carter, a student of history at Wesleyan University, Middletown, Connecticut. The work was carried out according to the guidelines set by Michael Pauley and Rodney Collins of the West Virginia State Historic Preservation Office, by the inter guidelines "How to Complete National Register Multiple Resources Nomination Forms", and by Guidelines for Local Surveys: A Basis for Preservation Planning. The consultant worked by contract for the summer months. General criteria for selection of properties to survey were location in the northern area of South Hills, residence of prominent Charleston families, and architectural significance.

8. Significance

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400-1499	___ archeology-historic	___ conservation	<input checked="" type="checkbox"/> law	___ science
___ 1500-1599	<input checked="" type="checkbox"/> agriculture	___ economics	___ literature	___ sculpture
___ 1600-1699	<input checked="" type="checkbox"/> architecture	___ education	___ military	___ social/
___ 1700-1799	___ art	___ engineering	___ music	___ humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	___ exploration/settlement	___ philosophy	___ theater
<input checked="" type="checkbox"/> 1900-	___ communications	___ industry	<input checked="" type="checkbox"/> politics/government	___ transportation
		___ invention		<input checked="" type="checkbox"/> other (specify) (local history)

Specific dates 1840's; 1893-1932 **Builder/Architect** William Lawrence Bottemley, H. Rus Warne, Fred Crowther, Robert E. Lee Taylor, et.al.

Statement of Significance (in one paragraph)

INTRODUCTION

The South Hills section of Charleston, West Virginia is significant as an early suburban development which was the result of Charleston's economic prosperity enjoyed in the late nineteenth and early twentieth centuries. The Gilliland log cabin, dating to the 1840's, creates the historic background of South Hills by illustrating its humble beginnings. The South Hills residents of the later period (1893-1932) were prominent business, industrial and political families. The houses are all architecturally significant. Many were designed by prominent architects. The Chesapeake and Ohio Depot, the only non-residential building, is an important symbol of the railroads which played a vital role in bringing Charleston into the economic mainstream of the United States.

HISTORIC BACKGROUND: 1794-1890: Pre-development

The rugged hills south of the Kanawha seemed inhospitable to early residents. South Hills during this period had only a few modest farms. Of course, Charleston was little more than a frontier river town for much of the nineteenth century, and the flood plain along the banks of the Kanawha and Elk Rivers easily accommodated the population. In the year 1800, Charleston, which had been established as a town six years earlier, had twelve houses and about sixty five residents.

Much of Charleston's early wealth came from the salt industry, which began to transform Charleston into a more sophisticated town. The introduction of steamboats on the Kanawha River in the 1820's increased commerce; soon afterwards the coal industry developed.

The Civil War brought division and blood to the Kanawha Valley, but after the war Charleston quickly healed its wounds. In 1885, after a twenty year tug-of-war with Wheeling, West Virginia, Charleston became the permanent seat of the new state government.

Charleston, although still a town of only 4192 residents as late as 1880, shared the growth and prosperity experienced by the United States in the late nineteenth century. Many of the men who moved with their families to South Hills in the early twentieth century were of the generation born in this "Gilded Age". Coal, lumber, and natural gas resources were exploited on a large scale and became more profitable than

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

received

date entered

South Hills Multiple Resource Area, Charleston, Kanawha Co., W.Va.
Continuation sheet Item number

Page

8.

Two

ever previously imagined. The year 1873 brought the first train on the Chesapeake and Ohio Railroad Line. Charleston's first city hall was built in 1884.

Despite its economic growth, Charleston had yet to experience the industrial boom of the early twentieth century. Until then, South Hills would remain undeveloped.

1891-1917: Charleston expands its boundaries.

During this period, Charleston experienced unprecedented industrial development and started to overflow its boundaries. As the expanding business district began to encroach on the residential sections, Charlestonians began to move across the river into South Hills.

The pivotal event in the development of South Hills was the completion of the South Side Bridge in 1891. For the first time, Charleston was connected to the southern river bank and hills. Cpt. Robert S. Carr, discussed below, organized the South Side Bridge Company. He also established the South Charleston Improvement Company, a real estate enterprise that owned almost the entire South Hills. In 1907, South Hills, previously a part of South Charleston, was incorporated into Charleston's boundaries.

Significant industrial and economic growth occurred during this period. Glass production, foundries, wood processing and coal mining industries experienced great expansion. Special notice should be given to the Ward Engineering Works, the Carbon Fuel Company, the Kelly Axe and Tool Manufacturing Company and the Kanawha Banking and Trust Company, whose leaders were among the early residents of South Hills.

1917-1932: Industrialization, wealth, and migration to the hills.

The escalation of industrial development in Charleston and the Kanawha Valley during World War I made Charleston a leading commercial and industrial power. This development was for the most part in the chemical field. Secretary of War Newton D. Baker visited the Kanawha Valley in 1917 and called for the erection of an explosives plant and mustard gas plant outside of Charleston in industrial suburbs created to house these factories and their workers. After the war, the chemical industry continued to develop. In 1920 Union Carbide opened a plant near Charleston, and five years later I.E. Dupont built a plant.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only
received
date entered

South Hills Multiple Resource Area, Charleston, Kanawha Co., W.Va.
Continuation sheet

Item number

Page

8.

Three

These industries created many jobs and attracted a great number of people to Charleston. The population more than tripled in twenty years. The Federal Census figures for 1900 showed Charleston's population to be 11,099. In 1910 this figure had risen to 22,354 and by 1920 Charleston was a city of 39,998 residents.

What had prior to World War I been a slow trickle of Charleston's upper and upper middle class residents to South Hills became a strong wave during this period. Charleston and its Industrial Suburbs, published in the 1920's, noted this trend: "It is a known fact that most of the large fortunes in this country have come from the increase of values of real estate situated near the business center of growing cities. This is again being demonstrated in Charleston. . . So rapid has been the business expansion of the city that it has absorbed some of the old residential districts. . . The surrounding hills have been made into high class restricted residential districts and beautiful paved roads. . ."

These "high class" families that were establishing their residences in South Hills belonged to both the "old Charleston" stock (descendants of Charleston's early settlers, salt and coal barons) and to Charleston's emerging set of industrial entrepreneurs.

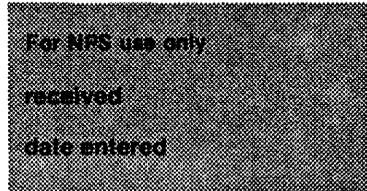
Today, South Hills is still a residential section of the city. Homes of fine design and construction continue to be built for Charleston's "high class". The large estates of the early South Hills families have been divided into lots and sold and streets wind along every ridge and hollow, but South Hills, with its wooded lots, narrow roads, and exceptional architecture, retains the atmosphere it possessed in its earlier days.

HISTORICAL FIGURES

Every property included in this survey is associated with a figure significant to Charleston's history. The lives of these men are briefly outlined in the survey forms for their individual properties. Following are the brief biographies of men who are not associated with a specific site or whose contributions to Charleston and South Hills merit additional attention.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**



South Hills Multiple Resource Area, Charleston, Kanawha Co.,

Continuation sheet

Item number

W.Va.

Page

8.

Five

that he was elected to the West Virginia State Senate and to the presidency of that body in 1887. During his term, Carr was involved in the extraordinary political incident in which four men claimed to be the legal governor of West Virginia. The legislature had failed to declare final the winner of the 1888 gubernatorial race between Nathan Goff and A.B. Fleming by the date of the expiration of incumbent governor E.W. Wilson's term. Both Goff and Fleming claimed to be the winner of the election, and Wilson would not give up his seat until he had a legal successor. Carr claimed that as president of the Senate, the constitutional order of succession gave him the seat in the absence of a legal governor. He presented the State Supreme Court with his argument, but the Court decided to allow Wilson to exceed his term until the legislature broke its deadlock, which it eventually did - giving the office to Fleming.

R.S. Carr shrewdly bought practically all of South Hills and established a real estate company to sell the land. In a 1923 interview with the Charleston Daily Mail, Carr recalled, "I bought it when I didn't have a dollar to spare. The first thing I did was to get an option on it and then I organized the South Charleston Improvement Company. We put the land on the market and it sold like hotcakes." Carr realized that in order to make South Hills more attractive to Charleston residents better transportation should be provided between the city and its southern hills. He organized the South Side Bridge Company and gathered \$150,000 in capital from various investors. The bridge was completed in 1891.

R.S. Carr had a home in South Hills which stood for much of the twentieth century.

William A. MacCorkle

William A. MacCorkle (1857-1930), the ninth governor of West Virginia, was an early landowner in South Hills and directed the construction of two of South Hills' finest homes. He came to Charleston after earning his law degree and entered practice with C.C. Watts, W.E. Chilton and John E. Kenna, which was later Chilton, MacCorkle and Chilton. This firm was a powerful force in the "Kanawha Ring" a political circle which succeeded in insuring the Democratic gubernatorial nomination in 1892. MacCorkle won this seat and served from 1893 to 1897. His home, "Sunrise", built in 1905 is one of the most interesting examples of architecture in South Hills. ("Sunrise" is on the National Register of Historic Places). "Torquilstone" was built for MacCorkle's son and is part of the Sunrise Estate.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

received

date entered

South Hills Multiple Resource Area, Charleston, Kanawha Co., W.Va.
Continuation sheet

Item number

Page

8.

Six

AREAS OF SIGNIFICANCE

Architecture

South Hills is the location of numerous architecturally significant buildings. The simplicity of the Gilliland log cabin from the 1840's serves as a contrast to the more elaborate, fashionable residences built after 1892. The early Victorian homes exhibit fine detailing and craftsmanship in their sawn work, imbricated shingles, carved wood and glasswork. They are small and modest in relation to the later buildings. The twentieth century brought an array of revival styles to South Hills. Many of these later houses were designed by prominent architects H. Rus Warne, the firm Ford, Butler and Oliver, Robert E. Lee Taylor, Walter F. Martens, Dennison, L.T. Bengston, and William Lawrence Bottomley.

Commerce

The history of the development of South Hills is directly related to the commercial and industrial growth experienced by Charleston and the Kanawha Valley in the "boom" years of the late nineteenth and early twentieth centuries. Rich in natural resources and conveniently located on major transportation routes, the Charleston area was ideal for industrial development. Coal, timber and natural gas were exploited on a large scale and several engineering and manufacturing plants were established. World War I was responsible for the birth of the Kanawha Valley's chemical industry. Banking and real estate enterprises also became very profitable.

South Hills' development was the outcome of the enormous wealth that came to many Charlestonians as a result of the commercial boom. Local business leaders who built homes in South Hills after having made their fortunes were Harrison B. Smith, Charles E. Ward, Frank Cox, James R. Thomas, W.C. Kelly, Fred Paul Grosscup and Paul B. Grosscup.

Politics and Law

Many of West Virginia's political leaders were early residents of South Hills. James H. Ferguson played a large part in formulating West Virginia's earliest legislation, particularly in the field of land law. His home was at the present location of Grosscup Road. Robert S. Carr, who founded the South Side Bridge Company and the

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

received

date entered

South Hills Multiple Resource Area, Charleston, Kanawha Co., W.Va.
Continuation sheet

(item number)

Page

8.

Seven

South Charleston Improvement Company, was the senate president during the Goff-Fleming-Wilson-Carr gubernatorial dispute of 1888. William A. MacCorkle, who built "Sunrise" in South Hills was the governor of West Virginia from 1893 to 1897. The Honorable Joseph N. Kenna lived on Grosscup Road in South Hills in the 1920's. He served on the West Virginia Supreme Court from 1932 to 1950.

Robert S. Spilman, Brooks Price and Harrison B. Smith were members of Price, Smith and Spilman, one of Charleston's most prominent law firms. All of these men resided in South Hills.

Local History

South Hills has traditionally played a decisive role in the history of Charleston and Kanawha County. The development of South Hills was essentially a suburban movement and carried with it social implications - segregation of Charleston's well to do and working classes, increased dependence on the automobile as the transportation to the work place, and displacing the farmers and "hillbillies", who retreated further into the hills and hollows.

The history of South Hills is the history of the local economy. Economic factors were responsible for South Hills' development. Industrial advancement in Kanawha County increased the wealth and the population of Charleston. As the flood plain became more crowded, Charleston's upper and upper-middle classes, the controlling powers of the economy - moved to South Hills.

South Hills has made significant contributions to Charleston's political history. It is the home of many city, county and state political leaders.

CONCLUSION

Scattered throughout South Hills are buildings that have significant architecture and history that recall Charleston's past as a small river town moving steadily towards economic prominence. The recent destruction of the homes of R.S. Carr and Arthur B. Koontz, the deterioration of the Chesapeake and Ohio depot (today the Amtrak Station), and the unfortunate alterations that have spoiled the architectural character of many houses illustrate the need for a mechanism for the encouragement of preservation.

9. Major Bibliographical References

The Century Chronicle, compiled under the auspices of the Charleston Chamber of Commerce, Charleston, 1901.
Charleston City Directories
Charleston Daily Mail, Kanawha Valley Progress Edition, June 4, 1939.

10. Geographical Data

Acreeage of nominated property See Text for individual sites

Quadrangle name Charleston West, W.Va.

Quadrangle scale 1, 24,000

UTM References See Inventory Forms

A [] [] [] [] [] [] [] [] [] []
Zone Easting Northing

B [] [] [] [] [] [] [] [] [] []
Zone Easting Northing

C [] [] [] [] [] [] [] [] [] []

D [] [] [] [] [] [] [] [] [] []

E [] [] [] [] [] [] [] [] [] []

F [] [] [] [] [] [] [] [] [] []

G [] [] [] [] [] [] [] [] [] []

H [] [] [] [] [] [] [] [] [] []

Verbal boundary description and justification The South Hills section of Charleston is locally recognized as a distinctive residential neighborhood. The area, which is situated on a series of hills overlooking the Kanawha River, is bounded on the west by Porters Hollow, on the east by Ferry Branch, on the south by Louden Heights and Bridge Roads, and on the north by the Great Kanawha River.

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state code county code

11. Form Prepared By

name/title Alice Carter

organization

date September 30, 1983

street & number 4011 Kanawha Ave.

telephone (304) 925-1456

city or town Charleston

state West Virginia

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

Rodney Hallins, D.S.H.P.O. for

title State Historic Preservation Officer

date December 12, 1983

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I hereby certify that this property is included in the National Register

See Continuation sheet for listings
Keeper of the National Register

date

Attest:

date

Chief of Registration

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

South Hills Multiple Resource Area, Charleston, W.Va.

Continuation sheet

Item number 9

Page 2

For NPS use only

received

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United States Department of the Interior
National Park Service

For NPS use only
received 12/16/83
date entered

National Register of Historic Places
Inventory—Nomination Form

Continuation sheet

Item number

Page 10/12

Multiple Resource Area
Thematic Group

dnr-11

Name South Hills Multiple Resource Area
State Kanawha County, WEST VIRGINIA

Coner accept 12/26/84

Nomination/Type of Review

Date/Signature

- | | | | | |
|-----------|---|-------------------------------|--------|--|
| <i>28</i> | 1. Chesapeake and Ohio Depot | Substantive Review | Keeper | <u>Accept - CD 10/26/84</u> ^{T S} |
| | | | Attest | _____ |
| <i>27</i> | 2. Barnes-Wellford House | Substantive Review | Keeper | <u>Accept - CD 10/26/84</u> ^S |
| | | | Attest | _____ |
| <i>27</i> | 3. Bird Haven | Substantive Review | Keeper | <u>Accept - CD 10/26/84</u> |
| | | | Attest | _____ |
| <i>27</i> | 4. Cox-Morton House | Substantive Review | Keeper | <u>Accept - CD 10/26/84</u> ^S |
| | | | Attest | _____ |
| <i>27</i> | 5. Bougemont <i>Complex</i> | Substantive Review | Keeper | <u>Accept - CD 10/26/84</u> ^S |
| | | | Attest | _____ |
| <i>27</i> | 6. Gilliland, William S.,
Log Cabin and Cemetery | Substantive Review | Keeper | <u>Accept - CD 10/26/84</u> ^S |
| | | | Attest | _____ |
| <i>27</i> | 7. Thomas-McJunkin-Love House | Substantive Review | Keeper | <u>Accept - CD 10/26/84</u> ^S |
| | | | Attest | _____ |
| <i>27</i> | 8. Dalgain (McCabe House) | Substantive Review | Keeper | <u>Accept - CD 10/26/84</u> ^S |
| | | | Attest | _____ |
| <i>27</i> | 9. Briarwood | Substantive Review | Keeper | <u>Accept - CD 10/26/84</u> ^S |
| | | | Attest | _____ |
| <i>27</i> | 10. Chilton, W. E. II, House | Substantive Review | Keeper | <u>Accept - CD 10/26/84</u> ^S |
| | | | Attest | _____ |

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received 12/16/83
date entered

Continuation sheet

Item number

Page 2 of 2

Multiple Resource Area
Thematic Group

Name South Hills Multiple Resource Area
State Kanawha County, WEST VIRGINIA

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Nomination/Type of Review

Date/Signature

- NR* 11. McAndrews-Gallaher House *Substantive Review* Keeper Accept - C Dubois 10/26/84^S
Attest _____
- NR* 12. Cox-Parks House *Substantive Review* Keeper Accept - C Dubois 10/26/84
Attest _____
- NR* 13. Crawford-Gardner House *Substantive Review* Keeper Accept - C Dubois 10/26/84
Attest _____
- NR* 14. Danner-George Fletcher House *Substantive Review* Keeper Accept - C Dubois 10/26/84
Attest _____
- NR* 15. Torquillstone *Substantive Review* Keeper Report Dubois 10/26/84^S
Attest _____
- 16. Stoneleigh *Substantive Review* Keeper Accept - C Dubois 10/26/84^S
Attest _____
- NR* 17. Grosseup Road Historic District *Substantive Review* Keeper Accept Dubois
Attest 1/26/1984
- NR* 18. Abney-Alexander House *Substantive Review* Keeper Eligible - C Dubois 10/26/84^S
DOE/OWNER OBJECTION
Attest _____
- 19. Keeper _____
Attest _____
- 20. Keeper _____
Attest _____