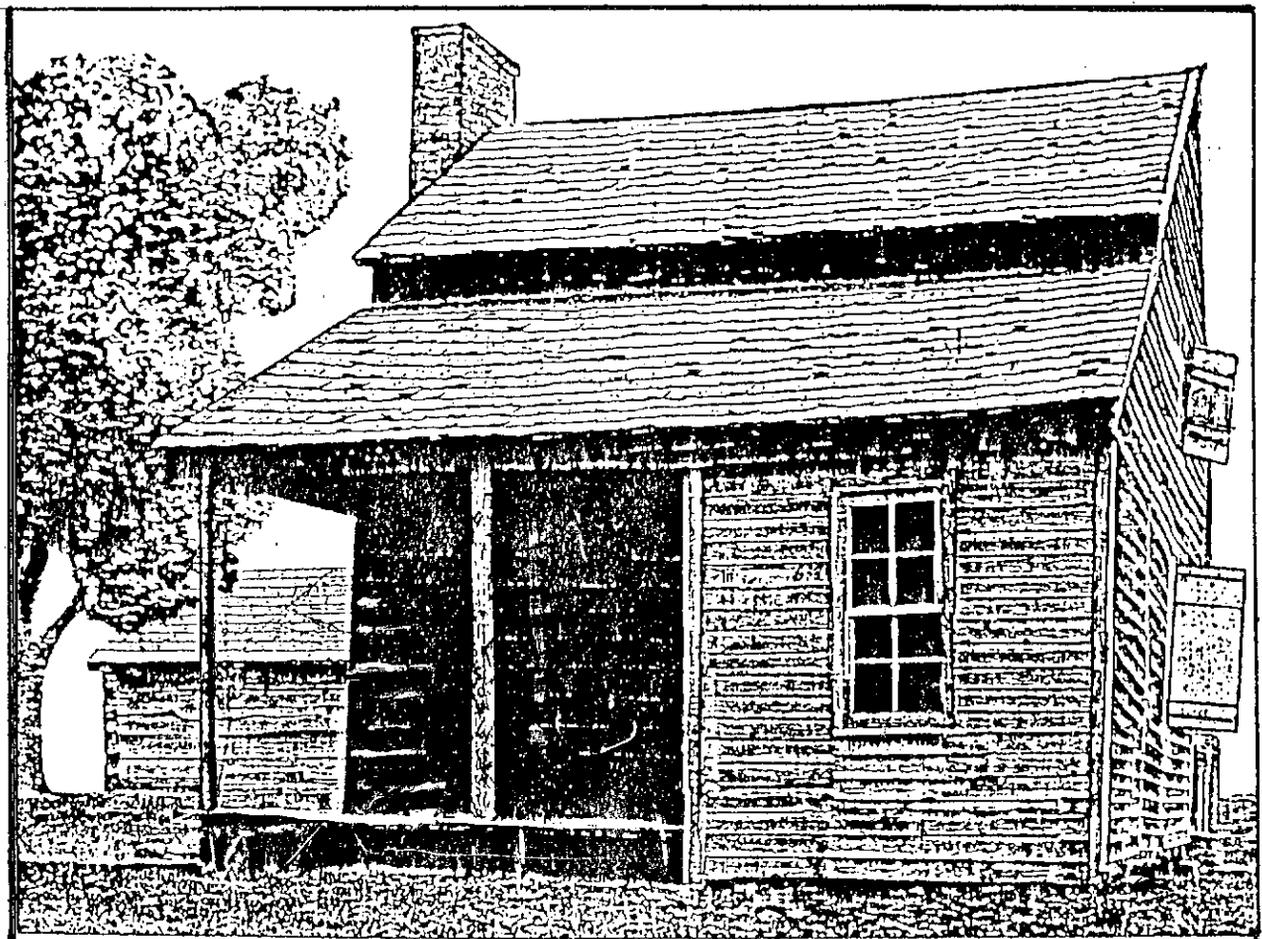


Lake Norman - Piedmont History

Marvin K. Brotherton (Ken)



GRAPHIC/LYNN STRANGE

Cashlon Homeplace, 1909, Webb's Chapel Community

Lake Norman - Piedmont History

BY

KEN BROTHERTON

A handwritten signature in black ink that reads "Ken Brotherton". The signature is written in a cursive style with a prominent horizontal line across the top of the letters.

Lake Norman - Piedmont History

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Credits

The writer also wishes to recognize people who instilled a love of history in his life.

They include:

My homeroom and English teacher at Rock Springs High School in Denver, N. C.; a Mooresville native, Kate Huskins Melchor, now living in Fresno, California.

My deceased grandmother Lucy Cashion Brotherton. Lucy aroused my curiosity about local events at dusk from a porch swing.

My deceased parents Marvin Haywood Brotherton and Hattie Howard Brotherton.

Miss Maude Vinson, a teacher in the Davidson High School in Davidson, N. C. Miss Vinson's interest in my education was truly an effort far beyond her duty as a teacher. This dedicated Christian and her love for teaching enriched the lives of many students.

Two professors of history at Davidson College, the late Dr. Frontis W. Johnston, whose main field was Southern History and Dr. Chalmers G. Davidson former head of the History Department and presently College Archivist. Dr. Davidson's main field was Pre-Civil war, Southern History

Lake Norman - Piedmont, NC - History

Preface

Perhaps, the most significant event of the Southern Piedmont Area in the Catawba River Valley, during the last half of the Twentieth Century was the construction of the dam, 1957-1962, that impounded the waters of the Catawba River, thus forming Lake Norman. The economic and social changes set in motion by this event have been far reaching.

The Lake Norman Dam, constructed by Duke Power Co., physically affected the topography and geography of four counties, Catawba, Iredell, Lincoln and Mecklenburg. Thirty-two thousand acres of land from these counties was covered with water in creating the Lake with 750 miles of shoreline. Changes within the area have been so great that people under the age of 45 years or about two generations have little knowledge of former physical, economic and historic conditions of the area.

Since this area was part of four counties, it was not a closely knit community. This river was a physical barrier that separated the eastern part from the western part. This prevented a community of-interest factor for the area as a whole. This barrier was broken in two places-where NC Highways #73 and 150 crossed the river.

This Lake Norman Area has a rich heritage and history. Some of this history and heritage has been preserved by some historians associated with the area. These include, but are not limited to:

Rev. Lander Sherrill, Annals of Lincoln County. C. L. Hunter published his book Sketches of Western North Carolina in 1877. Incidentally, this book was written in 1828-1830 when Hunter wrote his book while living at Beatties Ford, NC. Dr. Chalmers G. Davidson covered events of the Revolutionary War

and the Battle of Cowans Ford in his book Piedmont Partisan. Alfred Nixon had an article published in the "Charlotte Daily Observer."

The scope of these articles will not be of events in chronological order. They can more properly be described as insight or sketches of events that will help the reader understand the conditions the area before changes. Several articles relate events used to plan the changes for the area. Two of these are "Tale of Two Towns"...and "The 2005 Land Use Plan."

These articles deal primarily with events and history of the Scots-Irish who were among the first settlers of the area and their churches. (Kirks). Included are articles on Unity Presbyterian Church in Lincoln County. For a period of about forty years this was an influential church in one of the most populous counties in North Carolina.

Another influential church in the area was Rehobeth Methodist church in Terrell, NC. Centre Presbyterian church of Mt. Mourne was also influential, especially in the Revolutionary War Period.

Other articles include biographical information on people and institutions that had an impact upon the area such as "The Burton Family" and "A Review of the Lake Norman Land Use Plan After Thirty-Four Years."

One article relates a lost opportunity for the area when the North Carolina Railroad terminus was Charlotte rather than Lincolnton.

Other articles deal with personal recollections and memories of the area such as physical descriptions of Beatties and Sherrill Fords. "Bunk and Zeb" relate biographical information about two local colorful characters.

Tragedy of the Civil War is revealed in the brief description of the Beatties Ford Rifle Company.

An article of particular interest to many people is the discovery of a

local community cemetery for blacks at the eastern terminus of Beatties Ford on land once owned by the Connor-Johnston families. This cemetery is located in the north-western portion of Mecklenburg County in the Meck-Neck area - or the portion of Mecklenburg County that is accessible by land only from Iredell County, since waters of Lake Norman made this a peninsula.

An article on education gives the history of the events leading to the formation of the "Rocks Springs High School," the predecessor of East Lincoln High School.

Other articles that are not classified include but are not limited to: "Army War Games of 1941; Twenty-Five Acre Dam on Mountain Creek-Sherrills Ford Presbyterian Church and a story of Murder on Little Creek."

History for the town of Cornelius is found in the article, "The Founding of Liverpool."



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Notes - Previous Publishers

Articles numbered 1,7,31,32,33,39 & 48 were previously published in "The Lake Norman Magazine" in Davidson, N. C.

Article number 23 and 25 were previously published in "The Mooresville Tribune" and "The Mecklenburg Gazette."

All of the remaining articles were published in The Mecklenburg Gazette.

Weather Around Lake Norman

Webster defines meteorology as a science that deals with the atmosphere and its phenomena, and especially with weather and weather forecasting. Many people have raised the question of whether Lake Norman has any influence on the weather of this area. In order to determine whether the lake affects the weather, we need to apply physical laws of nature as they relate to meteorology.

Lake Norman, a large, man made lake, covers about 32,000 acres. In the summer, the sun's rays beam down upon the water. The water in the lake acts as a storage vessel to absorb and store the heat generated by the sun's rays. Maximum water temperature is probably reached in August or September. Thus, as fall and winter approach, we have, in effect, a heater filled with hot water.

Changes in weather occur when air is heated or cooled. Warm air (being lighter and less dense) rises. Cold air (being heavier and denser) settles downward. The lake, with its heat stored in the water, causes air moving over the lake to become heated and rise--thus giving up its heat in the fall and winter.

As they pass over the lake, prevailing winds are heated and rise. As this air mass moves over the land to the southeast of the lake, the cooler land causes the air to give up some of its moisture, which can take the form of fog, rain or frost, depending on the air temperature. At the same time the air is giving up its moisture, it is also heating the area. In this way, the lake has a warming effect on the downwind side. If records were available for the area, I am certain this warming effect on the downwind side could be measured for comparison.

Another effect of the rising warm air in the summer is to generate storms. Again, warm, rising air hits cold atmospheric air, and clouds and storms are generated.

An observed, but unexplained, weather phenomenon occurs in the summer, when storms moving from the west or northwest cross the lake and reach a point in the lake where they split--going around Davidson, part to the north and part to the south. Why this split occurs is not known since the rising hot air should act to intensify the storm, not divide the thunderstorm (or cumulo-nimbus formation).

Rock Springs and Martha's Vineyard Camp Meetings

Sunday, August 4, 1991, when religious services began on the Rock Springs Camp Grounds, this marked the event started in 1829 by the ancestors of many of the people present. The camp at Rock Springs was the third location for this religious and social event.

Rock Springs Camp Ground is located on the north side of the Town of Denver, N. C., a town which has a charter, but its citizens do not function as a municipality.

The scope of this article is not to write or review the history of Rock Springs, except as necessary to explain to the reader the minimum facts necessary to understand the meeting.

This article will offer an insight into a similar institution and event that has been engulfed by urbanization.

According to the booklet Rock Springs Camp Meeting, 144th (1973) Annual Session, the first camp meeting was held by Rev. Daniel Asbury, a Methodist circuit riding minister at the Rehobeth Methodist Church in Terrell, N. C.

Rev. Asbury had organized Rehobeth Church in 1789 and Bethel Methodist Church in 1791. The meeting was held for three years near Terrell. Then it was moved nine miles south of Denver to a new location called Robey's (or Roby's) Camp Ground near Catawba Springs.

Meetings were held at Robey's until 1828, when the Third Quarterly Conference of Lincoln Circuit authorized and appointed a committee to purchase Robey's or some other place they considered suitable to establish a permanent camp meeting. The present Rock Springs site was chosen and for three years services were held under a brush arbor.

"Joseph Mathias Mundy deeded forty acres of land to the Rock Springs Camp Ground Trustees and their successors in office for the Methodist Church. It is the oldest camp ground in this section of the state still used as such " (R.S. Camp Meeting - op. cit.)

It is not known for a certainty that the camp meeting was moved directly from Rehobeth to Robey's. In 1815 it could have been held at Bethel Methodist Church, located one mile east of Rock Springs where it was held under a brush arbor for five years. Then it was moved to its present location.

A fact not generally known was that the Presbyterians in the area held camp meetings. Unity Presbyterian Church, located about six miles southeast of Rock Springs, held camp meetings. These meetings were discontinued circa 1840 when Dr. Robert Hall Morrison, former President of Davidson College, became pastor of Unity. These meetings were not considered a proper function of the church.

Meetings were held in the interval after the crops had been tilled, but not yet harvested, at the time when the weather was benign. People needed a release or change in their routine from the harsh pioneer work of wrestling a living from the soil. Religious and devout, these people gathering together in groups, worshipped God. Since this was a group, social activities were also involved. These two activities are still involved today -- as old acquaintances and friendships are renewed.

Besides the individually owned buildings (tents) on leased land, the other outstanding building is the Arbor. The Arbor, a beautiful pioneer building, was erected in 1833-1835. This building of joint and tenon construction is a work of art by master craftsmen. It has a National Historical Designation.

Many changes have occurred not only in the life style of the worshippers, but also in the communities nearby. The agrarian or farming society of yesteryear reached its peak about 1940. Urbanization -- for its good or its evil -- is slowly but steadily exerting its influence on this institution. The next one hundred years will probably bring greater changes than those that have occurred since this meeting was started.

To help us see these changes and their results we need to look at a similar meeting that has been engulfed by urbanization. Such a meeting is the Martha's Vineyard Camp Meeting Association of Martha's Vineyard in the Cape Cod area of Massachusetts, hereafter referred to as Martha's.

"Martha's was organized in 1835 by Jeremiah Pease and six men from the Edgartown Methodist Church (Wesleyan). It was incorporated in 1868. Growth was rapid. At the first meeting only nine tents were pitched, but by 1866 hundreds of tents were used and over 16,000 people attended..."

Since Martha's Vineyard and Rock Springs were organized about the same time, the physical layout including lot size and arbor size are approximately the same size.

Bulletin - Martha's Tabernacle Programs for 1988 by Anita Buddington. Meetings are held annually from July 1 to August 31. Junior camp meetings are held for four weeks starting in the middle of July.

Like Rock Springs, temporary tents or brush shelters at Martha's gave way to more permanent buildings. These temporary buildings gave way to the "now famous 'gingerbread' cottages some 330 of which still remain." Martha's Bulletin op. cit., Anita Buddington.

"In 1879 the large tent was replaced by a beautiful steel constructed tabernacle seating over 2,000 people...Its graceful arches and unique construction make it one of the most artistic buildings of its kind in America. The lighted cross atop its majestic dome is a beacon for miles around... This building is included in the National Historical Register." Bulletin op. cit.

Community sings are held on Wednesday nights. "The grounds become a veritable fairy land of shimmering candle-lit Japanese lanterns on the Annual

Illumination Night, attended by thousands who sing the old songs and listen to the band." Martha's campers like Rock Springs hold open house for families and friends.

The analysis of the programs from the Bulletin reveal some differences between the two camp grounds. Since Martha's is now in the midst of an urbanized area, the programs have a more contemporary content. The religious emphasis is still paramount as shown by Bible studies, devotional groups, love-feast communion services, prayer breakfasts, and preaching by guest ministers.

The special services reveal the contemporary 1988 programs. Some of these are piano concerts, a concert by Bonnie Raitt with Karla Bonoff and J.D. Souther, Pearson Dance Theatre, Blue and Jazz concert, An Evening of Magic, All-Island Art Show, and the campground craft show.

These special programs show adaptation to changing times.

Pictures of the grounds and buildings at Martha's show what could almost be an elitist campground -- a very choice upscale community. While this writer does not know the cost of the buildings, an estimate would be \$75,000. If true, this would be a very expensive investment for the camper at Rock Springs.

Martha's, like Rock Springs, had a series of unexplained fires in the 1890's. Later, the owner of one of the most valuable buildings confessed to arson.

Martha's modernized by installing a water system, in 1890, which replaced ten wells. A railroad to the site was constructed in 1895, gas lighting in 1890, electricity in 1896.

The year 1931 was the watershed year for Martha's. It ceased to be a Methodist Institution and became interdenominational. Their legal status is a Protestant religious association meaning that the members of the Board of Directors must be Protestant.

This change allowed people other than Protestants to own cottages. The writer does not know if this change caused intense feelings by the cottage owners, or if this change caused friction in campground government.

The comparison of these two camp meetings may help to understand the forces for change that may become a factor for Rock Springs. The writer does not foresee a movement to make the meetings interdenominational.

If changes are to occur, the factor that could cause the changes would probably be along the lines of conservative-liberal views. If these views were strong enough and uncompromising, then personalities would become involved. At the present time this is not a problem. It could be a potential problem.

Since Rock Springs is serving a large number of people on forty acres of land it is questionable whether these forty acres will be adequate, at some future time, to serve the needs of additional campers. Since this area is rapidly urbanizing, this is a question that needs to be faced. Expansion, if

desired, is probably already limited to one adjacent side of the camp.

Ken Brotherton
Tent # 30

Note: Information from the publications used in this article were furnished by local historian Newton A. Smith of Davidson, N. C.



Rock Springs Camp Ground, Denver

The old fashioned arbor is still used for camp meetings. *photo by Ed Matthews*



Martha's Vineyard Facilities Ornate

The top photo shows the ornate arbor used at Martha's Vineyard in Massachusetts and the cottages below are also from Martha's Vineyard Campground. These photos are courtesy of Newton M. Smith, local historian.



History of Rock Springs High School - Denver, NC

In this article we will examine a few facets concerning the establishment of the "Union" school for East Lincoln County-The Rock Springs High School.

The name Rock Springs derives from the large rock spring on the Rock Springs Campground. This spring is the headwaters of Little Creek. It is still being used as a source of water.

For background information, we need to examine some of the social and economic patterns of this period just after World War I to see how they affected this union school and were a factor in its establishment.

The area was still emerging from the destructive War Between the States. It is true, that this war had been over for about sixty years. Its effect, however, was still felt in the loss of a large number of young people. For example, the Beatties Ford Rifle Company, was organized at Unity Presbyterian Church at Beatties Ford in May 1861. This rifle company consisting of 82 men and 4 officers. This company was decimated in the Battle of Seven Pines - seven miles southeast of Washington, D. C. on May 31 and June 1, 1862. On June 2, 1862 only 3 men from this company were able to make roll call. (Private Papers- Unity Presbyterian Church by W.W. McDowell - "The Forge and the Broadaxe").

Economically, one idea prevalent during the time was the idea that each farmer, and farming was by far the predominant occupation, would strive for self-sufficiency. Anything that could be made or produced locally or on the farm was attempted. This idea was carried further with the bartering of services and labor. This barter arrangement saved cash money. The cash money crop was usually cotton. The cash realized from the sale of cotton was used to buy items that could not be produced locally, such as coffee, salt, items of clothing, automobiles and some other items such as sewing machines.

Each of the communities involved in the union school were provincial in nature. Each was suspicious and jealous of the others. There was much community pride-each community was number one. This provincial nature was the result of few roads and means of transportation. In transportation, the horse and buggy was just being replaced by the tin lizzie or automobile. These factors reduced normal contacts with neighboring communities.

The extend of the isolation of this area can be shown by the telephone service for the area. Prior to the Denver Telephone Central Office being established in 1955, one telephone line, consisting of two copper wires (toll line) from Mt. Holly, NC to Denver, NC provided telephone service. This line could be equipped with a maximum of eight magneto (hand cranked) telephones. The writer, an engineer with Southern Bell at that time, had the privilege of writing the circuit order to remove the line when the new office was placed in service. The McPelah community had received telephone service in 1953 when the Lincolnton

Telephone Exchange was changed from a manual operated office (number please) to a mechanical office which used dial tone rather than operators.

Roads and road maintenance during this period was the responsibility of the county. Three methods of construction and maintenance were used. The resident could pay a county road tax, or he could perform work on the roads at designated times and places. The third method of maintenance was the use of convict or prison labor, infamous "chain-gangs."

These conditions relating to roads changed when the state took over the road system in the mid 1930's. Initial effort by the N.C. Highway Dept. and Public Works Administration was to make all roads passable.

Another idea releasing the area from its isolation was the recent return home of soldiers from World War I. Socially this military experience broadened and opened many horizons.

The idea of a "Union School" was an idea whose time had arrived. Many advantages were perceived, such as a more varied curriculum, more economical operation, better trained teachers and equitable taxation for school support

The best report of this "union" movement and much of the following information was obtained from the private papers of one of the men prominently involved in the movement, Charles E. McIntosh of Chapel Hill, N. C. from his brochure (book) "My Memoirs", written in 1963, pages 250-259.

According to principal McIntosh, the Rock Springs High School at Denver, N. C. now the Rock Springs Elementary School, prior to 1922, included seven local community schools. These local schools merged into the "union" school were Denver, Elbow, Keevers, Lowesville, Macpelah, Triangle, and Webbs. These schools were located in the Catawba Springs Township (an unexplained fact to the writer. My father Marvin H. Brotherton attended the 10th grade at the Denver School circa 1910. He attended grammar school at the Edwards School prior to the Webbs School being built in 1913. Although the school at Denver was called an elementary school, it must have had grades above the elementary level.)

In 1922, the school districts of Denver, Elbow, Keevers and Webbs voted to consolidate their schools at Denver. To accomplish this consolidation, a bond issue of \$50,000 was proposed and passed.

The governing bodies of the local school boards were structured differently. Until recently (circa 1960's) members of the local boards had to have state approval from the State Government in Raleigh, NC. This, in effect, gave the state a veto, even if seldom used, over local school boards.

Denver was the logical location for the new school. Two major roads, NC Hwy. 16 and Slanting Bridge Road intersect there. Another advantage was the fact that it was near the geographic center of the school area which would measure approximately ten miles on each side. The community of Denver was the largest of the area. More commercial activities were centered there and more housing for teachers was available. Some communities, such as Huntersville built housing for teachers.

"Another advantage derived from the fact that the number of students, to be transported to Denver from Elbow, Keevers and Webbs could be carried on one school bus from each local area.

Opposition to the merger focused on being taxed to support other peoples' children and location of the school, as well as, loss of control of the school.

After the four schools voted to consolidate, Lowesville, Macpelah and Triangle asked permission to join the other four. The bond issue was put on hold for two years. The first four schools were combined in Denver in 1922-23. The last three continued to operate on a local basis. A new \$200,000 bond issue to consolidate all seven schools was proposed."

Evidently, continuing education, as manifested by Summer School for teachers was a high priority. This teacher education would enable all teachers from the community schools to meet the requirements for the consolidated school. Mr. McIntosh relates the following regarding Teachers Summer School:

"Before the end of my first year at Denver, Supt. Beam appointed me director of his six-weeks summer school for teachers, saying that he had secured as assistant Miss Betty Land of the State Dept. of Public Instruction. I gladly accepted the appointment; for I sensed Miss Land would be invaluable to us in promoting our new bond campaign.

We began work at Lincolnton in mid-July with about seventy teachers from all parts of the county. Miss Land organized the whole school by townships.

The consolidation for the year 1922-23 went smoothly. During the 1923-24 school year the schools of Mcpelah, Lowesville and Triangle joined the other schools at Denver. This was prior to the bond election and construction of the new school building.

The present building of the Rock Springs School for eleven grades was completed in time for classes in 1927". The old school building, located at the rear of the new building, was moved and converted by the W.P.A. (Works Progress Administration) in the mid 30's into a gymnasium. This conversion provided work for a number of people during the Great Depression.

I want to share several personal incidents concerning this era. School buses used for transportation were "T" Model Fords with wooden bodies. Four wood seats ran the length of the bus. The busses were very difficult to start on cold mornings. I remember my three uncles who were school bus drivers: Yates, Wagg and Heath Brotherton, jacking up (raising) the rear wheels on one side of the bus to get the bus started. Standard procedure, in the winter months was to use a 6 volt dry cell battery, to give a better spark for starting. This battery was called a "hot shot."

Another incident concerned the condition of the roads. The road from Webbs to Keistlers store which crossed Little Creek, in the area now under Lake Norman was so impassible that for several years, it could not be used as a school bus route. This event caused the writer to have to walk about one mile to meet the school bus.

Another road that became almost impassible in the winter was the present day Slanting Bridge Road - in the section about one mile east of Rock Springs Camp Ground or about one third mile east of Bethel Church. Numerous times, students had to get off the bus and walk up the hill, so that the bus could get through the mud to the top of the hill. Sometimes a log was placed between the dual rear wheels of the bus for better traction. Upon arriving at the top of the hill, they re-boarded the bus and completed their journey to Rock Springs School. The first paved road in the school district was N. C. Highway 16, which was paved in 1941.

Rock Springs High School functioned as a high school until the 1970's when population growth, especially in the Lake Norman area and structural changes for the six elementary, three junior high and three senior high school grades triggered the construction of East Lincoln High School.

Mr. Jim A. Mundy, present principal of Rock Springs reports,

"East Lincoln Sr. opened in 1967 while Rock Springs 1972-1992 remained K-8 until 1974 when East Junior opened. This time is when the 6-3-3 plan came about. In the fall of '89 the high school went back to 9-12., the junior high became a middle school 6-8, and the elementary school became K-5."

Principals of the Rock Springs School at Denver were:

Charles McIntosh - 1922-27

-- -- Terrell - 1927-28

J. Ramsey - 1928-47

H. C. Little - 1947-55

C. Clark - 1955-72

Jim A. Mundy - 1972-1992

Sheila Finger 1992 to Present (Oct. 1993)

These principals are or were natives of the area-people who were not only dedicated to education and teaching but also people of outstanding character thus setting a good example for students under their care.

Jim Mundy, the former principal at Rock Springs, can trace his roots back to Adam Sherrill, who in 1747 became the first white man to settle west of cross the Catawba River at Sherrills Ford, N. C.

This school consolidation did much to change the eastern part of Lincoln County, in the sense of being a melting pot for the ethnic and some cultural differences of the German, Scotch-Irish and English settlers. This "union" school did much to remove the isolation of the area. It also helped establish a cosmopolitan outlook. Today most of the traits that tended to separate the ethnic groups have disappeared.

The writer attended Rock Springs School for eleven years and graduated in the Class of 1941, as historian of the class.

The 1961 Davidson Town Hall

With the new, 1991 Davidson Town Hall nearing completion and the old Town Hall (built in 1961) scheduled to be demolished as soon as it is vacated, we need to review the part this 1961 building had in the history of Davidson.

According to town records the old town hall was completed in 1961. The book cost of this building was \$61,400.71. The writer does not know who was the architect for the building. One local source states the builder was Brown and Bill Potts.

The writer of this article recalls events leading to the construction of the unique building -- a colonial fire house. Sometime prior to 1960, the Esso, now Exxon service station across the street from the town hall, was built as a colonial service station. Town Commissioner, Eugene McEver thought that a colonial fire station and town hall would be an appropriate type of architecture. Gene then proceeded to draw the rough sketches for the building that were later used by the architect for the town hall.

This 1961 Town Hall was needed because a small building on the south side of and adjacent to the Natural Resources building, at 128 South Main Street was inadequate for the town hall and fire department use. This building was torn down after 1961, when the Town Hall and Fire Department were moved to the 1961 building. The Davidson Volunteer Fire Department was organized in September 1933. According to the Fire Department History File in the Town Hall, "It was a joint effort by Mr. F. L. Jackson, Treasurer of Davidson College, and member of the Davidson Town Board." Mr. E. N. Linker was appointed chairman of a committee to secure 24 able and dedicated men to serve on the first Davidson Fire Brigade. Mr. Linker was elected daytime chief and Mr. J. F. Riley was elected night time chief," a unique type organization. The Department is still a volunteer organization (Oct. 1993).

The first fire truck was a 1933 Ford, front mounted two-stage pumper, with a 150 gallon tank -- cost \$3,000. It was housed in front of a very narrow building. Portly people visiting the town hall, located in the rear of this narrow building, had to walk sideways to get by the fire truck.

The first piece of fire fighting equipment (buckets excepted) in use prior to the fire department being formed was a two wooden wheel hand pushed cart that carried a reel of hose. This cart was pushed to the scene of this fire. The hose was pulled off the cart, attached to a hydrant, a nozzle was applied to the other end, the hydrant was opened and water was available to fight the fire. Fire hydrants were available in 1923 when a municipal water system was installed. (Dr. Beaty - A History of The Town...p. 159).

The initial attempt to supply water to the town of Davidson was to dig wells. Location of some of the dry wells are off the 300 Block of Catawba Road on the south side of the road. The wells failed and a raw water line was installed to Cathey's Creek, a tributary of Davidson Creek. Both Creek's are now under Lake Norman. Incidentally, Cornelius in the 1970's made the same mistake in trying to supply the town with water from wells.

This cart was later parked at the rear of the old (1930's) town hall. The reel was re-equipped with wire containing Christmas lighting decorations. Needless to say the push cart was not moved to the 1961 building.

When the 1961 colonial Town Hall was occupied, it was the first time that most municipal functions were housed in one building. The center part of the building was used as a fire station, the north side was used for town government functions and a meeting room. The southern part of the building was used for police functions and a jail. The jail in this building was the third jail operated by the Town of Davidson.

According to local historian, Ralph W. Johnson, the first jail was a small brick building located at the west end of what was formerly Brady's Alley, just east of the Norfolk-Southern Railroad. Present day location would describe the site as being on the west side of Jackson Street just west of the U. S. Post Office. This small jail was close to the railroad so that prisoners could be transported by railroad to the county jail in Charlotte.

The prior location of a jail, if one existed is not known. Prisoners could have been transported to Charlotte and housed in the county jail.

The second jail site was in the 100 block on the south side of Depot Street. This building is presently being used as a cafe. Before being used as a jail, this building was known as Ben Beal's Cafe. Prisoners in the jail annoyed street pedestrians, since the jail was adjacent to Depot St.

Prior to the Town Hall location at 130 South Main Street, now the parking lot south of and adjacent to Natural Resources, the Town Hall was located in the Knox Building. Mr. Ralph Johnson dates its use circa 1924. The Town Hall was located upstairs in the Knox Building, south of the entry stairs, at the western end of the building. This hall was adjacent to the town library. Public meetings were probably held in the library rather than in the small room used as the town hall.

Some local sources relate that the Town Hall was located on the north side of the present day First Union Bank Building or as formerly known as the Munroe Drug Store-Telephone Company building. Perhaps a search of the minutes of the Town Board would reveal the exact dates these Knox, Munroe buildings were used for the town hall.

The location of the buildings used for the town hall prior to 1924 are not known to this writer.

Members of Davidson Town Board of Commissioners when the 1961 Town Hall was completed were Eugene McEver 1951-69; John T. Kimbrough, Jr. 1956-67; J. Barry Caldwell, 1957-65; Cloyd Potts, 1931-67; 1931-67 and T.E. Lothery 1959-61. Frank L. Jackson was mayor from 1951-69.

According to Dr. Mary D. Beaty in her book, Davidson - A History of the Town from 1835 to 1937, p. 98, the site of the 1961 Town Hall was the location of the Williams house from the 1870s until the Williams house was demolished, probably in 1960. "This four chimneyed house was also known as the Jetton

house...depending upon the memory of the person."

This old 1961 town hall, in addition to being too small and functionally obsolete, had other problems. The writer, a retired Davidson Volunteer Fireman, was attending a fire department meeting circa 1975. He was sitting in a chair and leaned backward toward the wall and placed his hand against the door frame. The frame felt soft to the touch. He opened his pocket knife and inserted the blade easily through the door frame. The building had become a termite condominium haven. Damage to the building was pervasive and extensive.

This probably was one of the few times termites have assisted firemen in obtaining a new building.

The new fire station, to be located on the lower level of the 1991 building, will provide facilities so that "town hall annex number one" can be removed. This annex located to the rear of Robert J. (Bub) Cashion's BP Service Station is a pole building with a sheet metal roof and a gravel floor. The sides of this building are made of six mil polyethylene. This annex is used to house the fire department's ladder fire truck which was purchased at a good price.

This ladder truck, a 1955 Seagraves, was first owned and used by the Pioneer Fire Co., of Ephrata, Pa. The ladder will extend to a distance of 85 feet. This vehicle has 12,296 road miles and 51,570 engine miles as per odometer readings on April 27, 1991.

The money used to construct the new building was derived from the sale of Town of Davidson property owned off Torrence Chapel Road for \$1,200,000 plus interest on invested money since the sale. This land was part of the Davidson raw water intake facility on Lake Norman that was retained when the Davidson water system was sold to the Charlotte-Mecklenburg Utility Department in the 1980's.

The initial contract cost of the new 1991 town hall, furniture and telephone was \$1,590,660. Revisions and change orders have now pushed the costs up to \$1,672,000.

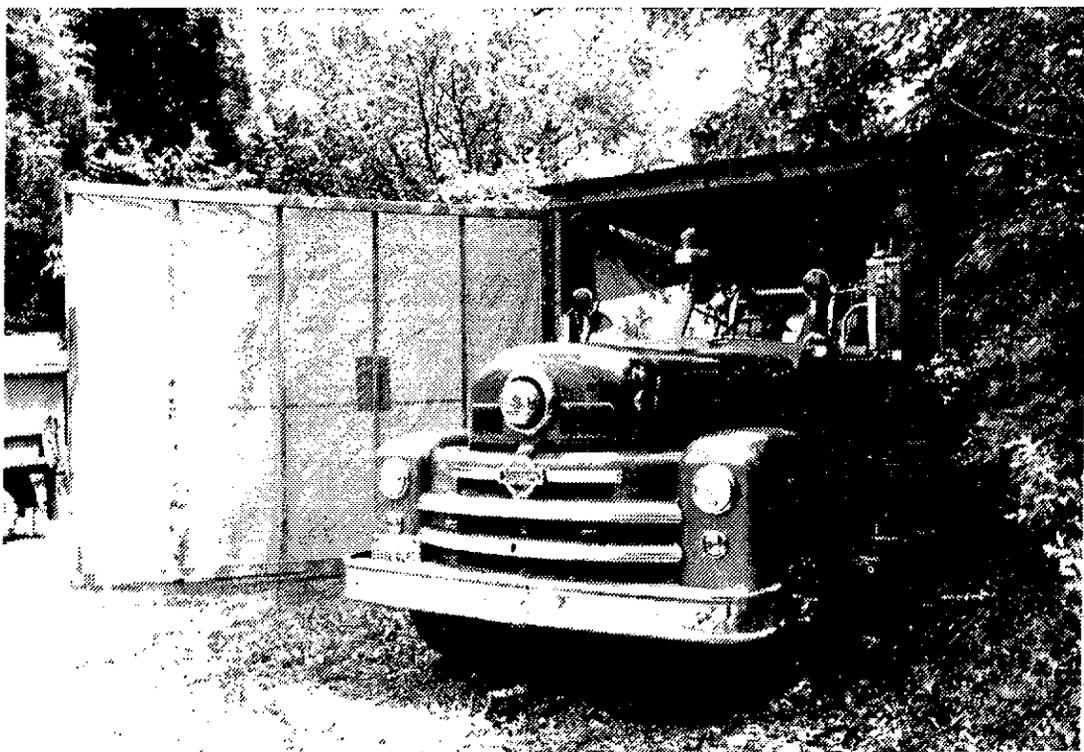
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Davidson pump and ladder truck peeks from beneath its temporary shelter. *photo by Ed Matthews*

Murder on Little Creek

My parents, five brothers and three sisters lived in Lincoln County at (what is now called) Little's boat landing from December, 1929 to December, 1939.

Across Beatties Ford Road, in front of the house, the area was called the "Gallows Woods." When I asked why it was so called, I was told that some slaves had been hanged there for killing their master.

As I grew older and took an interest in local history, I determined that I would find out what happened to cause this tragedy.

Our story concerns a wealthy plantation owner Hua or Hugh Little (the name spelling is used interchangeably and so is the name Little and Lytle. Local usage usually spelled the name Little, but pronounced it Lytle.) Hua was also a trader who sold farm products in Charlotte, NC - about 25 miles away. Sherrill in Annals of Lincoln County reports the date of the murder as February 25, 1863.

Primary sources of information were found in Lincoln County court records in the N. C. Department of Archives and History. Local tradition gives two stories of the event.

According to local tradition, Hua did not return home after a trip. The next morning, his family found him dead in a stable with a horse. Apparently, a horse had kicked him and killed him. There was the imprint of a horseshoe on his head.

The First Story

For some reason, the cause of Hua's death was questioned. Two teenage slaves were interrogated. The slaves said, "Bill and Frank took a horseshoe and nailed it on a piece of wood. When Mister Hua came home about 10 o'clock, they hit Mister Hua on the head when he put his horse in the stable."

This same local source reports that robbery was the reason for the murder. February 1863 was in the midst of the war between the States. The South was in ferment. The slaves were restless. Bill and Frank could have wanted money to join the underground railroad and flee North.

The Second Story

A second story of the murder is told by Paul S. Sherrill, a great, great grandson of Hugh, and has been handed down by his ancestors.

According to Paul, Hugh, a wealthy trader, was mean to his slaves. On February 23, 1863, before setting forth on his daily trading rounds in his buggy pulled by a horse, Hugh gave instructions to Bill and Frank to fell a tree growing on a hillside. His specific instructions were to throw, that is make the tree fall, on the uphill side by using iron wedges and gluts (wooden wedges) made from dogwood or from an apple tree. Under normal conditions, a tree growing on a hillside will fall downhill when cut. This tendency to fall downhill is caused by limbs growing longer and larger on the downhill side, thus putting the center of gravity on the downhill side of the tree.

Bill and Frank cut the tree. It fell downhill. Whether it could have been felled on the uphill side is not known.

Since they had not followed Hugh's instructions, or could not follow his instructions they did not want to unjustly feel his wrath and his mistreatment and punishment.

Local tradition relates that they decided to kill Hugh before he had an opportunity to beat them for not following his instructions. They took a horseshoe, nailed it to a wood stick, and waited in the barn for Hugh to come home and put his horse in the stable for the night.

Hugh came home, unhitched his animal, and put it into the stable, and then entered the cutting room to get feed for his animal.

Bill and Frank, waiting in the cutting room, hit Hugh on the head with the horseshoe nailed to a piece of wood and killed him. They then drug him into the stable. To all appearances, Hugh had been kicked by his horse and killed in the stable.

Investigation of the "accident" revealed a discrepancy. Hugh had a horseshoe wound on his head, the print of a large horseshoe. The investigation also revealed that during his travel that day, trader Hugh had traded his large horse for a mule.

The much smaller shoe print of the mule did not match the print that was on Hugh's head that had killed him.

The Arrest

Court Records show the reaction to Hua's murder. At a Special Term of Court in April, 1863, in Lincolnton, N. C. a Bill of Indictment was issued against certain slaves, Frank and Bill. C. L. Hunter was foreman of the jury. R. B. Heath was one of the judges of the Superior Court of Law and Equity.

"The Grand Jury...came into the court and presented a Bill of Indictment against two slaves, Bill and Frank, the property of Hua Little." A *capias* (warrant) was issued for the sheriff to seize and arrest Bill and Frank for the murder of Hua Little.

Normally, the slaves took the last name (Sir name) of their owner. No last name was mentioned for these two slaves. Because of their crimes, these slaves might have been denied the use of the Little or Lytle name.

The Trial

In the case of the "State vs. Bill and Frank," on Monday, April 20, 1863, Frank and Bill plead not guilty by their counsel. The name of their lawyer was not given.

The judge instructed the sheriff to summon a jury of freeholders and slaveholders, a method to insure that the jury was fairly selected. On Tuesday, April 21, 1863, at 10 a.m. the sheriff returned to court with the panel of jurors. From the panel, the following people were selected as jurors for the trial: Caleb Carpenter, Joe F. Phifer, Solomon Carpenter, Jacob Hoke, Daniel Ramseur, Abraham Heafner, Daniel Schrum, R. R. Summey, John Carpenter, Lewis Dellinger, John Coulter and Caleb Ramseur.

The verdict of the jury (on Tuesday) was that the defendants were guilty of murder as charged in the Bill of Indictment.

Court records do not show any evidence, witnesses or information or how or why Hua was murdered.

On Wednesday, April 11, 1863, at 10 a.m. "the prisoners Bill and Frank were brought into the court and placed at the bar and it being demanded of them they have to say why sentence of death shall not be passed on them and no reply being made by them or their counsel it is considered by the court that they be taken hence to the prison, whence they came, that they be there safely kept in close custody until Friday the 22nd day of May next, on which day they shall be taken from the jail or prison aforesaid to a place of public execution in the County of Lincoln, and there between the hours of 10:00 and 2:00 by the sheriff be hanged by the neck until they are dead and it is further considered that the state of North Carolina do recover from Isaac Lowe, administrators of Hugh Little, her costs including two solicitors fees (\$10) ten dollars each."

After the slaves, Bill and Frank, were convicted of killing their owner on February 25, 1863 and sentenced to be hanged, local tradition was that the slaves were brought, in a wagon, to the place of execution with a noose around their

neck. The custom of the period was to have the execution near the place where the crime occurred.

The site for the hanging was on the plantation which was located on both sides of Little Creek. Present day Little Creek Access Area and boat ramp is near the center of the plantation. The hanging tree (supposedly oak) was located about fifteen hundred feet southwest of the boat ramp at the crest of a small hill, just off the Old Morganton Highway, where the Morganton Highway crossed Burton's Lane.

Local tradition indicates that people came from miles around to witness the execution.

Bill and Frank were probably buried at the Little private burial ground about two thousand feet north of Little's Boat Landing. This private burial ground, now under Lake Norman, is one of the oldest burial grounds in Lincoln County. Pioneer settler William Little, in his will (see Lincoln County-Original Wills 1769-1926. CR060.801.17 of August 4, 1764 and probated in 1772), left part of his land to his son (Col.) Archibald Little. Archibald, who died in 1797, stated in his will that he wanted to be buried at the ancestral burial ground beside his father William Little.

Fairfield Methodist Church

Fairfield Methodist in East Lincoln County, now adjoins the Westport Golf Club. In this graveyard is a tombstone with the inscription: "In memory of Hugh Little, died Feb. 25, 1863, aged 58 years, 11 mo., 28 days." Beside Hugh's tombstone is another stone: "Mary Clark wife of Hua Little, June 22, 1799-Oct. 5, 1869."

In the May 1863 term of court, Hugh's widow, Polly Little, was granted a petition for dower since Hugh did not have a will.

Evidently Hugh was not buried at the ancestral burial ground The William Little Cemetery on Little Creek. The condition of the private burial ground prior to being flooded by Lake Norman that contained about 30 to 40 graves, indicates that it was not used after about 1880. He was buried beside his first wife Mary Clark, who died over six years after Hugh. His widow, Polly Little, in the May 1863 term of Court, was granted a petition for dower since Hugh did not have a will.

Why was Hua not buried in the ancestral burial ground? Why was Polly, his wife, not buried beside Hua?

When Hua's real property was divided among his heirs, all the deeds in the description clause read, "Beginning at a point on the west side of Beatties Ford Road, 200 feet from the old hanging tree."

This story was interesting to the author, not only from the standpoint of solving the mystery of the local history about the "gallows woods," but also for the discovery that Hua Lytle was his great, great grandfather.

It is unfortunate that records do not reveal more of the character of Hua. If they did, then we might further understand this tragedy and the injustice involved. A later record reveals that Hua's heirs were called back into Court to redress the lack of a share of Hua's legacy by the custodian of Hua's minor Lunatic Son.

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The Founding of Liverpool (Cornelius)

After the Civil War, Davidson became a thriving farming community as did the Caldwell Station area, the Mt. Zion Methodist Church and Bethel Presbyterian Church areas and the eastern part of Lincoln County. The primary cash crop for the area was cotton. Cotton, bulky for its size to weight ratio, was difficult to transport to the market.

Progress often depends upon transportation. Stage coaches were a great improvement over horseback and the horse and wagon. Traffic, or volume transportation, was greatly improved when the Atlantic Tennessee and Ohio Railroad, or A. T. and O. Railroad, was completed from Charlotte to Statesville on August 18, 1856 (Mooresville Centennial, P-1). The rails from the railroad, which were removed in 1863 for use in Virginia during the Civil War, had been replaced in 1872 and railroad service resumed.

England was now in the midst of the industrial revolution and textile manufacturing was centered at Liverpool. Much of the cotton produced in this area was shipped to Liverpool by cotton buyers in Davidson.

An idea, in use in one area, often finds a use in another area. This was as true in 1888 as it is today. The idea involved in the establishment of Cornelius was to be an official "cotton weigher." This story is best told by Legette Blythe in his book, Hornets Nest, page 420:

The Cotton Battle

"...The Lincoln County folks came across the Catawba River and up the river road which entered the (Charlotte) Statesville Highway at a point which is now the middle of Cornelius.

Two business firms were thriving at Davidson, The R. J. Stough Company and the Sloan Brothers. Each firm furnished farmers an open account and had its own scales and did its own weighing of cotton. When Charlotte, the county seat, appointed a town weigher, an agitation began at Davidson for a similar official. Some thought it a waste of money to pay for weighing, while others thought that it was the only way to insure honest weighing. R. J. Stough Company was in favor of the buyer doing his own weighing and Sloan Brothers in favor of the town weigher.

A hot election was held. The Stough Company lost and a town weigher was hired. Thereupon, Stough went just outside the Davidson town limit where the river road met the Statesville Highway and built a small frame building, placing his scales in the back yard. He

retained his place of business in Davidson, but did his weighing outside of town.

Later the hill leading into Davidson became so muddy (NOTE: the present day 300 and 400 blocks of South Main Street or the hill in front of the Davidson Ice and Fuel Company. Soil composition can be judged from the dirt on the east side of this block being used to make brick in the brickyard located at Archer's Texaco Service Station.) that farmers were convinced it would be better to sell to Stough than to venture into Davidson, which accounts for the fact that Stough began buying more cotton than Sloan Brothers. He then moved a little stock of goods to his country store and hired a "right smart boy." C. W. Johnston to clerk for him. (that "right smart boy" turned out to be C. W. Johnston, who headed the Highland Park Mill (in Charlotte) and other mills and who built the 17-story Johnston Building in Charlotte.) Stough and Johnston conceived the idea of having a mill nearby so that cotton could be converted into cloth right there. They didn't have the money to spare but knew a man who did, Joe Cornelius of Davidson. Soon the cotton mill opened and the town took its name from the principal stockholder who apparently never made his home there but whose widow, nee Ann Sherrill, did locate at Cornelius after his death."

Cornelius was the fifth town to be incorporated in Mecklenburg County - this event occurring in 1905. Prior to incorporation this area was the center of one of the largest rural churches in North Carolina - the Mount Zion Methodist Church. According to Miriam Smith Whisnant in her book, The History of Mt. Zion Methodist Church, 1978, p. 5, "On June 23, 1827, at the Second Quarterly Conference of the Sugar Creek Circuit, South Carolina Conference, we find inscribed in the minutes for the first time 'the Meeting Society called Zion''', in the home of Samuel Kerr. On March 24, 1828 Alexander Washam deeded a tract of land to the trustees of Zion Episcopal Church. This church dates from March 24, 1828 when Alexander Washam deeded a tract of land to the Trustees of Zion Episcopal Church.

In the interval of the "cotton battle" of 1888-1893, this area was referred to as Liverpool. Due to the influence of J. B. Cornelius the town was named for this man.

J. B. was a native of the western part of Iredell County near the Catawba River. He was born September 1, 1833 and died October 23, 1914. On August 7, 1859 he married A. E. Sherrill. (Cornelius Jaycees, P-18).

As a boy Mr. Cornelius lost one eye while plowing. He lost a brother in the Civil War, therefore, J. B. must have been much younger than his brother.

J. B. was a member of Mt. Zion Methodist Church. He is buried in the church cemetery.

In 1971, the J. B. Cornelius Foundation, Inc., with Frank Sherrill, president, was involved with college scholarships. At that time, sixty girls were recipients of this scholarship per Jaycees Book.

According to local tradition this "cotton battle" had another twist as the Sloan Brothers tried to regain their share of the cotton trade. This tradition states that the road, the hypotenuse of the right triangle, from Davidson to Knox's Store located about two miles west of Cornelius was improved. This improvement consisted of better drainage and the application of gravel to the roadbed. This road, which was partially flooded by Lake Cornelius, when Lake Norman was built is presently named Catawba Road in Davidson, while west of Lake Cornelius (the land locked lake created by the buffer dam of U. S. Highway #77 as I-77 crosses Lake Norman; this road is known as Knox Road.)

Opinions differ, but several older people in this community believe that R. J. Stough then opened a cotton buying office about two miles west of Cornelius where the improvements to the road stopped. Opinion also differs as to whether one lane of the two lane road was improved.

This idea of one lane of a two lane road being improved was a type of construction that was already in disfavor by the time of WWI.

The oldest road, known to this writer, with one lane of a two lane road paved is located about one mile east of UNCC in Mecklenburg County. This road, in local parlance, was, or is, called "the Old, Old Concord Road." The writer travelled over a small portion of this road as recently as ten years ago. Surface treatment of this one lane was Macadam, a term that also entered the English language as a verb "macadamized." A "macadam road" was primarily crushed stone with asphalt used as the binder agent instead of tar. When two vehicles met each other, one of the vehicles had to pull off the improved portion of the roadbed.

If this portion of the one lane paved road still exists, it should be preserved for historical reasons.

Prior to WWI, Cornelius was occasionally called Needmore by its detractors. The reason for the name Needmore was that people said it needed more of everything. Local wags today say it does not need more vehicular traffic.

The name Liverpool, while being colorful, was not adopted when the town charter was issued in 1905 with J. B. Proctor elected the first mayor. The influence and also a prime mover for chartering the town rewarded J. B. Cornelius when the town was named.

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Little (Lytle) Ancestral Home

In Southeastern Catawba County

As you travel south of Keistler Store Road, about one mile from where it intersects with Slanting Bridge Road, you will reach Lake Norman as the road enters Lincoln County.

Before Lake Norman flooded the area in 1959-62, this road traversed southward and crossed Little Creek and joined with the northward extension of Beatties Ford Road north of the Webbs Chapel Community, or more specifically north of -a very small farming community at its zenith in the 1920s whose main claim to fame was its Little & Howard Cotton Gin. This small community was also called Ringdom.

Little Creek was located about midway between these two sections of road flooded by Lake Norman.

(The name Little Lytle (sometimes Lyttle) was used almost interchangeably before the Americanized version Little became dominant.) Older natives of the area still use both versions of the name. Little Creek, with its headwaters at Rock Springs Camp Ground flowed in an easterly direction, until it joined the Catawba River just below the mouth of the Mountain Creek-Catawba River junction in Lincoln County.

Located on the west side of the north-south road, overlooking the junction of two forks of Little Creek was the Lytle ancestral home. This house, circa 1760's was a log cabin mansion in its time. The log house was 16 feet wide by 42 feet long. It contained three rooms with a fireplace on each end of the house. Later additions to the house added a front porch on the south side of the house and the rooms, including a kitchen on the north side. This house was razed when Lake Norman was built.

The view of Little Creek from the house is similar to the view of the Davidson ancestral home located about two miles east of Davidson, NC where Dr. Chalmers G. Davidson now resides. The Davidson home had a good view of the junction of two creeks of the south fork, west prong of Rocky River, whereas,

The Lytle Home overlooked the junction of two creeks with their fertile bottom land, present day terminology, flood plain. The water supply, a spring, was located about 350 feet from the house. When the property was subdivided in the 1840's, in pie-shaped wedges the division began with a property iron placed in the center of the spring.

Across the creek, about 2,000 feet from the Lytle home was an elliptical hill. This elliptical hill with dimensions of approximately 60 feet by 125 feet had an elevation of about 15-25 feet above the bottom lands. The western face of this hill, directly adjacent to the road, had an outcropping of exposed granite with a vertically exposed surface of approximately five feet by 30 feet.

Roughly chiseled on the almost vertical surface of the stone were the words "GET RIGHT WITH GOD." A graveyard was located on this hill.

This beautiful location was selected by pioneer settler William Little as his private burial ground.

As a child, our family lived one third of a mile south of this wooded hill--at the present day location of Little's Boat Ramp--from 1930-1939.

My brothers and sisters and I occasionally visited this graveyard, usually during the Spring when this lightly wooded hill was covered with a variety of wildflowers--wild iris, violets and sweet shrubs plus many others with names I do not know.

Near the center of the graveyard was a large American red cedar--probably planted as a monument to mark a grave.

The graveyard had 35 to 45 grave markers made of flat-sided native field stones. Inscriptions on the stones were faded, but one stone had a legible name--HAYTI. I am not certain of the date on this marker, but I recollect it as being 1839.

Prior to Lake Norman being filled with water, Elwell G. Cashion of Hickory and other descendants were asked by Duke Power Company what disposition should be made of this graveyard.

The descendants chose to leave the graves where they were--undisturbed. They requested that most grave markers be moved south of the graveyard about three-quarters of a mile and be reestablished as markers.

One grave marker was moved to the Unity Presbyterian Church Cemetery. This was the marker for Colonel Archibald Little, a regimental commander for the Sixth North Carolina Continental Line, who died in 1797. The marker also commemorated his wife Sarah and their daughter Martha who was the wife of Alexander Reid of Mt. Mourne, NC.

Duke Power Company, which owned the land, complied with the request. Ironically, within a few years after the markers were relocated, most of them were stolen or removed from the site by unknown people.

I did not know the significance of this graveyard until I started delving into local history in the 1950s. People of the area, now deceased, stated that the graves contained not only slaves, but also slave owners. Burials were probably made at this site until Bethel Methodist Church was established in 1792 by the Rev. Asbury. The mother church of Bethel was Rehobeth Methodist Church which was established in 1789.

This private cemetery is one of the oldest in the Lincoln-Catawba County Area.

Descendants of William Little still living in the Lake Norman Area include

Mayor Harold Little of Cornelius, Robert J. Cashion of Davidson, NC and the writer of this article. Numerous other Lytle descendants now live in the Piedmont Area.

The name Ringdom in the Webbs Chapel community derives from the general store that formerly served the area. The store was a social meeting place, second only to Webb's Chapel Methodist Church, for the area. Area residents gathered around the pot-bellied stove fired with wood and slabs of wood to play card games--usually set-back, no-gambling allowed during the winter. Of course card playing in church was strictly forbidden. The card game players were usually grouped in circles, hence, the name Ringdom. Usually two groups of four players each were involved. Another group of players was usually waiting to take on the winners.

Sherrills Ford Presbyterian Church

Located diagonally across the road from the Sherrill's Ford Library is a beautiful church, The Sherrill's Ford Presbyterian Church.

This church organized in 1890, is one of the newer Presbyterian churches in the area. Since the first two Presbyterian churches in North Carolina, west of the Catawba River, Unity Church in East Lincoln County and Goshen, out of Mt. Holly, were built in 1764, the Sherrill's Ford church would be about a fifth generation church.

As I turned off Sherrill's Ford Road into the driveway encircling the church, the first thing that I noticed were the German names on the tombstones. Names such as: Holdsclaw, Gabriel, Hildebran, were definitely of German origin. In this geographic area these people would usually have been Reformed or Lutherans.

What happened? Why were these people of German origin buried in a Presbyterian graveyard?

Early settlers, Germans and the Scotch (Scots)-Irish, settled within the same geographical area, the eastern fifth of Catawba County along the West bank of the Catawba River. Because of cultural and ethnic differences and to a lesser extent economic differences, early settlers who were slave owners and others who were thrifty individual farmers did not readily intermingle. These barriers started to break down as each successive generation of these settlers were born. Inter-marriage between the two groups increased as the American melting pot began to break down barriers-both cultural and ethnic.

The writer surmises that as the Scotch-Irish Presbyterian women intermarried with the Lutheran men, the women kept their denominational ties and the Lutheran men converted to Presbyterians. There are many similarities of belief between the two denominations.

One saint who served this church was Joseph Clarence White, 1911-1984. Clarence was sightless; but he was a man of great vision. Clarence was the prime mover for the Lions Club International Camping and Retreat Facilities for the Blind on Lake Norman - Camp Dogwood. This facility continues to serve hundreds of sightless people each year.

In the mid 1960's the Rev. William E. Kercheval was pastor of Calvary Presbyterian Church in Davidson, N. C. and Sherrill's Ford Presbyterian Church. Calvary Church built a new building and relocated when "Bill" was pastor. The writer was treasurer of the Calvary Church Building Fund.

Two Local Colorful Characters

Every community has residents who are the salt-of-the-earth: pious, colorful, thrifty, hard working Christians. These people may lead lives that are uneventful to themselves, but enriching to their neighbors. These people truly serve God and enjoy him forever.

Two Christian's of the Webb's community in Lincoln County, who have since gone to their reward, "Bunk" or E. P. Brotherton and "Zeb" or Z. D. Brotherton, are involved in the following incidents:

One, "Bunk" was slow, meticulous and careful in both speech and action. He was very slow to anger. He was also afflicted with some lack of physical coordination, the result of a childhood injury.

When he was about ten years old, he was involved in an accident while cutting stove wood. A falling tree limb hit Bunk on the head and knocked a hole in his head. He was unconscious for several days. The doctor did not expect him to live. Bunk recovered consciousness. To repair the hole in Bunk's skull, the doctor used a silver dollar.

Throughout his life, Bunk always said that he would never be broke or without money since he had a silver dollar in his head.

Bunk was an occasional rabbit hunter, whereas, he was a good rabbit trapper. Some rabbits were used as food, but most of the rabbits were sold at Tull Brotherton's Service Station and Grocery for prices ranging from ten cents in 1933 to forty cents each in 1941. From the point of origin, the rabbits were shipped to Northern cities. The sale of rabbits stopped in 1942.

One December day Bunk and Zeb went rabbit hunting. Bunk had his muzzle loading shotgun. Hunting was dull. Bunk could not remember whether he had reloaded his weapon after it had been discharged. He loaded his weapon. Then he got to thinking whether his shotgun had two loads in the chamber. They decided that in the interest of safety, they needed to take no chances. They placed the gun barrel in the forks of a twin tree, attached a honeysuckle vine to the trigger, took shelter behind the tree and pulled the trigger. The explosion split the gun barrel.

Bunk's next door neighbors Van Buren and Clegg Sherrill had some mean hound dogs, that would hide behind the honeysuckle overhanging the side ditch of the sand-clay road. My nine year old brother came by one morning. The dogs got after him. My brother Gilbert, ran by Bunk's wife, Beulah, into Bunk's house. The dog not being choosy then attacked Beulah.

Bunk Brotherton had a nephew. Buddy Neal Prim, who often visited Bunk. For punishment Bunk would make Buddy climb up into the attic over the pantry which had been built over the end of the rear, side porch. Several of my brothers would often do some mischief. Buddy would then get the blame and punishment - into the attic.

Bunk had his cow trained to come to the barn when he called. One of the prankster favorite tricks was to call the cow to the farthest place in the pasture away from his barn.

Another trick concerned his water supply, which was a spring located about 400 feet from his house, at the bottom of a steep hill. Bunk used a pulley, suspended from a wire on poles and a bucket to travel to the spring where the bucket would fill with water. The bucket of water would then be carried by the pulley up the hill by using a crank attached to a windlass. When the bucket was filled with rocks, Bunk would have to go to the spring to find what was wrong with the pulley.

During the Great Depression farm income was supplemented by local produce which often included the sale of chickens and eggs. One spring morning about ten a.m. "Bunk" left his home walking to the local community store. He carried some eggs and a chicken. When he arrived at the store, the owner-operator noticed some broken eggs on his overalls and asked. "Bunk did you fall down and break your eggs?"

The reply was, "Yep-killed my chicken too."

"Bunk" being pious always believed in telling the truth even to giving the time of day. To give the incorrect time was to tell a lie. When asked, what time it was, he would pull his pocket watch out of bib overalls and say, "When I raise my finger it will be." At the signal, he would give the correct time, as per his watch to the correct hour, minute and second.

His watch was probably set the correct time several times a year.

Another story concerns "Bunk" and Zeb. These two were killing a hog for "Bunk". They got the water heated, the barrel ready, the cutting up table - a sled - ready, and the pole lift prepared. They proceeded to kill the long nosed hog by using a 22 caliber rifle. "Bunk" shot the squealing hog four times. "Bunk" then said "Zeb, you kill it." Zeb then picked up the rifle and shot the squealing hog two times. Zeb said, "I can't shoot any better than you can," and handed the rifle back to "Bunk". "Bunk" then shot the hog the seventh time. The hog kept squealing. "Bunk" said, "I don't have any more rifle bullets." Zeb said, "Gee, I will kill it." He picked up the axe, hit the hog between the eyes with the back side of the axe, and killed the hog.

Local wags used to say that the way the two killed a hog was to fill the hog with lead until it fell over dead.

Army War Games of 1941

In 1939, World War II started in Europe. This war caused the Dept. of Defense to examine the readiness of U. S. Defense forces. To better prepare the U. S. Armed Forces to defend this country it was decided to increase the size of the Armed Forces and increase training.

Army war games or maneuvers were held in North Carolina in 1940. These exercises were held in the Eastern part of North Carolina and troops did not travel this far west.

Another event that affected a number of local people occurred when the 30th Army Division mobilized for Federal service in July of 1940. One Battalion of this Division of the 105th Combat Engineers Regiment consisted of companies from Lincolnton, Statesville, Charlotte, and Salisbury. Company D of the 105th was from Lincolnton. The 30th Division was known as the Old Hickory Division.

One student, Harven Crouse, was a rising senior in the eleventh grade at the Rock Springs High School in Denver, N. C. when Company D was Federalized. Harven was in supply. He later became a Chief Warrant Officer for the Battalion. After the war was over, Harven was on the staff of Congressman Charles Raper Jonas in the 1950's and 1960's. He later became sheriff of Lincoln County. Harven retired as sheriff in 1989 and lives on Startown Road in Lincoln County.

In addition to mobilizing National Guard and Reserve Units the Draft was passed by Congress to increase the size of the Armed Forces. After receiving their individual training, these soldiers began receiving their unit training. Part of this unit training was the Carolinas Maneuvers of 1941.

During these war games Army Units were bivouacked in Mecklenburg and Lincoln Counties. These units were part of the 200,000 soldiers involved in the training exercises.

According to a local source, Robert Sims of Cornelius, some of the soldiers hid in the Old Blakely Barber Shop in the center of Cornelius while guarding the intersection of N. C. Hwy 115 and Catawba Road. Two soldiers riding motorcycles north on Hwy 115 turned left on Catawba Road at an excessive speed and their motorcycles spun out from under them.

On both sides of Webb's Chapel Road in Lincoln County, about one-half of a mile east of N. C. Hwy 16, a company sized unit on maneuvers bivouacked on the then Boone Sherrill and Johnston Howard Farms. This unit remained there for about ten days.

One day an agressor unit of about platoon size stopped at our home on Burton's Lane about one mile north of Governors Island. The Lt. in charge wanted to know how he could get his men and equipment across the Catawba River. He knew the NC 73 highway bridge over the Catawba River was guarded by a defensive unit at the east end of the bridge and on Boy Scout Hill. Boy Scout Hill was a hill, now an island, located about one-fifth of a mile from the east end of the old

Highway # 73 bridge.

I explained that there were two ways he could cross the Catawba River. If he would wait until about 2 p.m. he could cross the river at the old Beatties Ford. At 2 p.m., Duke Power Co. would have cut off the water flow at Lake Hickory. The result would be low water flow at Beatties Ford. The other way to cross the river was to use Burton's Lane and Hwy 73 and cross the bridge.

The unit left, about an hour later, I decided to go down to the bridge and see the action. I was too late -- the mock battle was over. Soldiers were tagged, killed, wounded, and prisoners. The officers in charge of the units were in an argument about civilian aid or help--specifically the use of the old river ford. The war games umpire ruled that any civilian aid could be used.

A popular song at this time in 1940-1941 was, "I Will Be Back In A Year Little Darling."

At that time I had no idea that nineteen months later I would be in military service wearing the uniform of an aviation student.

Jetton History - Park

Recently the Mecklenburg County Commissioners purchased land from Crescent Resources, Inc. for a park off the Jetton Road Peninsula. This park land is now in the planning stage with construction of the park eminent.

Since this park has not yet been named, it is important for our historical heritage that this park have the name that is meaningful to the residents of North Mecklenburg and Mecklenburg County. Only one name Jetton Park meets this criteria.

The Jetton family has been prominent in North Mecklenburg for over 200 years. (Local tradition indicates the name Jetton is French Huguenot. These people, Jetton, were probably run out of France because of religious persecution by King Louis XIV about 1685. They probably settled in North Ireland and came to America with the Scots-Irish.)

According to Mr. Hugh Jetton and his daughter, Melanie Jetton Bookout, lineal descendants of the original settler, this is their history.

The Jetton plantation was located on present day Jetton Road. Until recently this farm contained about 500 acres. This farm or plantation included not only the proposed park land, but also the Peninsula Golf Course. Recognition of the importance of the name is recognized by the name Jetton Peninsula.

"This 500 acre farm has had three different homes at three different times. "The first was a log cabin located in the wooded area south of Jetton Road. This homeplace belonged to A. B. Jetton, who was one of the original Elders in the formation of Bethel Presbyterian Church.

John Lewis Jetton built the second house on the farm. This two story home stood slightly southwest of the first (home) and was unique because it contained two fireplaces in a large room, an L-shaped back porch, and a brick in the chimney with the date 1830 inscribed on it. We believe this date reveals the construction date of the house. According to the book, **Historic Doubts as to the Execution of Marshall Ney**, page 198 by James Weston, James Lewis was a student of Marshall Ney in 1893. (1839?) Marshall Ney was supposed to have been the right-hand man of Napoleon, but, with the help of his own soldiers he escaped to America and became a teacher.

John Lewis Jetton was a Lieutenant in the Confederate Army (Company "C" of the 37th NC Regiment) during the War Between the States, and his duties were those of supply officer procuring rations and supplies for the troops. He also served the North Carolina House of Representatives from 1873-1875 and again in 1891-1893. He and his wife Mary Ann Potts Jetton had six children. One of those children was John Brevard Jetton, a mayor of the town of Davidson in the early 1900s and a landowner in North Mecklenburg. The youngest child of John Lewis and Mary Ann, Francis Potts Jetton inherited 113 acres and is now the Park.

Francis Potts Jetton married Bettie Christenbury Jetton in 1910. As was the custom, he had their home build before they were married and a land deed for this property is still in the family. It is the home that now stands beneath the old oak trees at the entrance to the Park. In fact, the oak trees were planted soon after they were married and are approximately 83 years old. For years there was a front-porch swing and a tree swing in the front yard. Francis Potts Jetton died at an early age, leaving four children for his wife, "Miss" Bettie, as she was known in the community, to raise. She was well-loved and respected by her neighbors and was elected to the honor of the first Life Membership in the Women of the Church at Bethel Presbyterian Church in 1953 for her work through the years there. She and her children ran the farm successfully and were strong members of the community. Now adults, the grandchildren of Francis P. and Bettie C. Jetton have fond memories of times spent at this family home.

In the early 1960s when Lake Norman was being built, the "lay of the land" changed again. Because a proposed coal-burning power plant and a railway line running to it were to be located at the end of Jetton Road, all of the landowners on the peninsula were approached by Duke Power and encouraged to sell their land since the soot from the coal-stacks would decrease the value of the land surrounding it. Unfortunately, the coal-burning plant never materialized and has recently been removed from the Duke Power's future plans. Based on advice in the early '60's, most of the old families along Jetton Road did, however, sell their property to Duke Power.

After "Miss" Bettie died in 1969, this home was rented to tenants who destroyed much of its original beauty. A local well-known artist in Mooresville, Mr. "Cotton" Ketchie expressed an interest in painting the home at one time, and I would hope that, should he complete this project, his work would depict the home the way it was before deterioration.

It is my hope that the Park will be named Jetton Park because of the history and heritage of the people who owned it and improved it, and who worked hard for their community and their country in order to make life better for those that came after them. This park has the potential to put the land to good use for those who will appreciate its beauty and perhaps appreciate those who were for so many years its "good stewards."

This proposed park is the only public park on the shores of Lake Norman within the confines of Mecklenburg County. Another smaller park, for use by boaters is located several miles away near the Gilead Community where the dike was built to prevent water from Lake Norman from overflowing into the McDowell Creek drainage area.

A Park By Any Other Name...

In today's paper you will find an article by Ken Brotherton, local historian and frequent contributor to The Mecklenburg Gazette which could be titled "An Open Letter to the Mecklenburg County Commissioners."

Mr. Brotherton has taught us quite a lot about local history through his research, writing and frequent visits to our office. He has, as have many of his generation, a deep reverence for the land and a desire to preserve historical places so that future generations can more fully appreciate their heritage. Not to say that he is anti-growth. He is not. He has worked for controlled, responsible growth in his role as head of the Davidson Planning Board until his poor health forced him to resign. He is still working though and with a passion.

It seems that the land recently purchased by the Mecklenburg County Commissioners from Crescent Resources is about to become a park. There has been much talk of such a park for some time but I don't know that a name for the park has been seriously discussed - until now.

I've heard that someone had an idea for a promotional contest to "name the park." But we hope, like Mr. Brotherton, that those in charge of naming will consider honoring those whose family history in the North Mecklenburg area goes back 200 years.

If you are not familiar with the Jetton (pronounced Jet-tun) family history, as we were not, read Mr. Brotherton's informative article and make up your own mind. If you are, you will enjoy reading it anyway and we can bet that you will learn something that you didn't know.

What's so important about a name? The question is itself historical. The names of towns, roads, landmarks live on long after we are gone. Generations from now there will be children playing in the park. I can imagine one of them questioning what the name means. Then he or she could learn all the interesting stuff that Mr. Brotherton has told us about this strong, North Mecklenburg family who lived in a time when things were done quite a bit differently.

We hope the Jetton homeplace, pictured along Mr. Brotherton's article, will be restored and preserved as an example of the architecture of the period. But if we don't speak up and tell those in charge of such things as park-naming what we want a great deal of local history might just be lost.

In our fast-paced society and especially in our fast growing area, the old local families will soon be in the minority. These old families know the old stories - the ones not in the history book - that tell us what it was really like. Historians like Ken Brotherton teach history in a fascinating way, perhaps because he enjoys the tedious research and enjoys filling in the gaps that local tradition has not provided him. His enthusiasm is infectious and his spirit is generous.

He wants the park soon to be constructed off the Jetton Road Peninsula to reflect some of the history of the North Mecklenburg community. Local history

is mightily in danger of being forgotten in the whirlwind of new construction.
Don't let that happen.



The Jetton home place is on Jetton road near the site of the new park. *photo by Ed Matthews*

Tragedy of Beatties Ford Rifle Company at Seven Pines, Va.

Today, many people are unaware of their cultural heritage or their history. This may be the result of their parent's not knowing the events that shaped the lives of their ancestors. As a consequence, this knowledge has not been passed on to succeeding generations. In our school system, it could be the lack of emphasis.

Often this heritage, which shaped the lives of their ancestors, was purchased at a great cost. Our story today relates a story in the interval of time that influenced several generations.

While doing research for another article at Unity Presbyterian Church in Lincoln County, I noticed several grave markers with the notation, Beatties Ford Rifles. Since this notation was new to me, I started asking question. No one that I knew could give me any information regarding this Civil War Infantry Company.

Later I obtained from Mrs. Locke H. Cherry, church historian, a twenty seven page booklet, "The Broad Axe and the Forge or a Narrative of Unity Church Neighborhood." This history covered the period from colonial times to the close of the Confederate War. This was an address delivered before the Mecklenburg Historical Society in Charlotte, N. C. on April 3, 1897 by Brevard McDowell. Mr. McDowell, page 24, states:

"The early settlers of this community knew something of the hardships and privations of the Revolutionary War, but there was a long interim of peace to their descendants. When, however, the War Between the States, was declared, the Beatties Ford Riflemen was organized, known afterwards as Company K, Twenty-third Regiment North Carolina Troops." Then follows a partial list of the members."

Prior to the Regiment being reorganized in May, 1862, this regiment had been known as the Thirteenth Regiment of N. C. Volunteers.

This Rifle Company, "The Beatties Ford Rifles," was organized at Beatties Ford on June 22, 1861 according to a Roster of Confederate Troops in the War Between the States from Lincoln County.

This Rifle Company was named for the most prominent community in the area. This was Beatties Ford, which was also the nearest U.S. post office. From the names of the soldiers and tombstone inscriptions, one can say that a number of them were part of the following churches: Unity Presbyterian, Macpelah Presbyterian, Rehobeth Methodist, Terrell; and Bethel Methodist, Denver.

Available records show this unit trained at Garysburg, N. C. This company was sent North into Virginia. Records show that 2nd Corporal Spencer P. Shelton, who had enlisted on June 22, 1861 died at Culpepper Court House in Virginia on Nov. 23, 1861. The earliest recorded death occurred on Oct. 9, 1861, when 2nd Sgt. S. C. (Connor) Little died. Fourth, Sgt. James Little (Sr.) died Dec. 13, 1861 in Virginia. Third Sgt. William Burch died Dec. 3, 1861 of wounds received at Culpepper Court House Battle.

Company Officers

The company when organized June 22, 1861 had six officers: Capt. Alex H. Houston; First Lt. W. P. Bynum (later promoted to Col. 2nd Regt.), 2nd Lt. Robert Daniel Johnston (later promoted to Brigadier General Sept. 1, 1863 of the 5th, 12th, 20th, and 23rd N. C. Infantry Regiments, army of Northern Virginia), Robert D. Johnston, a Davidson College graduate, class of 1856, who was wounded at Seven Pines, Gettysburg and on the Catawba River. Other officers were: 1st Lt. William H. Johnston, promoted to Capt. May 10, 1862. William was wounded at Seven Pines and was captured and made a prisoner of war at Gettysburg on July 1, 1863. John Franklin Goodson was commissioned a 2nd Lt. June 22, 1861 and was soon transferred to the Confederate States Navy. G.W. Hunter was commissioned a 2nd Lt. June 22, 1861; John A. Caldwell enlisted June 22, 1861 and was commissioned a 2nd Lt. Sept. 6, 1862; William M. Monday was commissioned a 2nd Lt. Sept. 1862 and was killed July 1, 1863 at Gettysburg. Henry W. Fullenwider was commissioned a 2nd Lt. in May, 1863 and was killed (where, no record).

Company Non Commissioned Officers

Non-commissioned officers were 1st Sgt. C. L. Gattis, 2nd Sgt. S. C. Little, 3rd Sgt. James F. Johnston and 4th Sgt. James Little (Sr.). First Cpl. was Samuel T. (L) Thompson, 2nd Cpl. Spencer W. Shelton, 3rd Sgt. William Burch and 4th Sgt. Daniel Reinhardt. S.C. Little, James Little, Spencer Shelton, William Burch and Daniel Reinhardt were all killed or died in service.

Battle of Seven Pines (Condensed)

After spending the winter of 1861-1862 in Virginia outside of Richmond, "The Beatties Ford Rifles" were in defensive positions about seven miles south of Richmond, a company in the Confederate Army.

The following report of this Battle of Seven Pines is taken from the book, Battle Cry of Freedom, The Civil War Era by James M. McPherson, Oxford University Press, New York, 1988, pages 461-466; 575-76.

"Union forces under the command of Gen. George B. McClellan, were closing in on Richmond. Federal troops were split by the Chickahominy River. This river was usually shallow and in places fordable." But recent rains, especially heavy on May 30, 1862 washed out most of the bridges. These rains and the subsequent swollen river prevented free movement of McClellan's forces across the river or the combining of the two bodies of troops into a force of about 75,000 men. President Jefferson Davis prodded Gen. Joseph B. Johnston to take action to relieve the siege and threatened artillery bombardment of Richmond. Johnston reluctantly decided to attack the weaker side of the Union army, the left side, on the morning of May 31, 1862. A misunderstood verbal order caused James Longstreet to advance his oversize division on the wrong road where it entangled parts of two other divisions and delayed the attack until mid-afternoon."

"When the Confederate attack started, poor staff coordination caused the brigades to attack in a series of individual engagements. The Confederate forces advanced on the Union left for a distance of about one mile through the small

crossroads village of Seven Pines. Union forces in the afternoon, under the command of Edwin "Blue" Sumner, using swinging bridges, got one of his divisions across the Chickahominy, near the railroad station of Fair Oaks. The next day, June 1, 1862, the Union Forces forced the Confederates to yield the ground they had captured the previous day. Seven Pines (or Fair Oaks, as the Yankees called it) was a confused battle, 'phenomenally mis-managed' on the Confederate side according to Johnston's chief of ordinance. Most of the 42,000 men engaged on each side fought in small clusters amid thick woods and flooded clearings where wounded soldiers had to be propped up against fences or stumps to prevent them from drowning in the muck." McPherson quoted from Edward F. Alexander in Clifford Dowders The Seven Days. The Emergence of Robert E. Lee (New York 1964) 462.

Presumably, from the casualty reports most of the casualties occurred on May 31. Evidently this Rifle Company was in the way of the Yankee Army at the point where the river crossing was made. Casualties in this battle were probably 5,000 Yankees and 6,000 Confederates.

General Joseph E. Johnston was injured in the battle of Seven Pines. General Robert E. Lee replaced General Joseph E. Johnston as Commander of the Confederate Forces on June 1, 1862. Lee, recognizing the futility of continuing the battle, broke off the engagement.

Battles

"The Beatties Ford Rifles" and Co. K, 23rd N. C. Regt. was engaged in the following battles: Nov. 23, 1861, Culpepper Court House; April 5, 1862, Richmond; April 10, 1862, Richmond; May 31-June 1, 1862, Seven Pines, company reorganized; June 22, 1862, Richmond, South Mountain; June 22, 1862, Winchester; June 27, 1862, Cold Harbor; July 1, 1862, Malvern Hill; Aug. 20, 1862, Richmond; Sept. 17, 1862, South Mountain; Sept. 17, 1862, Sharpsburg; Nov. 23, 1862, Starsburg; May 3, 1863, Chancellorsville; July 1, 1863, Gettysburg; March 31, 1865, Chamberlain's Run.

Brevard McDowell in The Broad Axe and the Forge, p. 24-25 narrates:

"W.P. Bynum (now Judge Bynum) was the only married man in the company. At Garysburg, June 1861 this company was disbanded and Bynum was promoted to Lt. Col. (Note: roster of troops, op.cit. states Bynum was promoted to Lt. Col. 2nd Regt. and commissioned May 16, 1861. Earliest enlistment date for enlisted men is April 25, 1861). Upon its reorganization with 60 men, R. D. Johnston was elected captain, Wm. Johnston 1st lieutenant, J.F. Goodson second lieutenant and Willie Hunter third lieutenant. The morning after the battle, June 2, 1862, of Seven Pines, only Lieutenant Daniel Reinhardt, George Dellinger and T.H. Proctor reported for duty. The ranks had been fearfully decimated. The flower of the company was killed, but those who were not hopelessly crippled soon returned to duty. T.H. Proctor of Denver, Lincoln County, furnished this list and the following extract is made from his letter: "One more thing I wish to mention that took place during the battle at Sharpsburg. On the evening when the Confederate ranks were getting weak and thin, General D. H. Hill came

walking along the line, Lieutenant Reinhardt had fallen. He stopped and said to John Dellinger, 'Let me show you how to shoot a Yankee,' and taking Dellinger's musket, took deliberate aim and fired. Then handing the gun back said: 'Always aim about the middle,' and then walked down the line. Gen. Hill sometimes visited the company when Gen. R. D. Johnston was the captain and was somewhat acquainted with us," (Note Gen. D. H. Hill taught at Davidson College after the war and is buried in the cemetery on North Main Street in Davidson in the College Cemetery.)

"Lincoln County produced three generals of the Confederacy, S. D. Ramseur, Robert F. Hoke and Robert D. Johnston. Hoke's mother came from Unity Presbyterian Church and Johnston was born and raised there." McDowell p. 26. op. cit.¹

The Rifle Company, the pride of the Catawba River Valley of Lincoln and Catawba Counties, the future leaders of the Scots-Irish, German and English inhabitants, now united as confederates in the cause of freedom made their choice early and were annihilated, almost before the war began. This destruction was so complete that 125 years after their destruction, people knew of their existence only in an incomplete official roster and a small church history book.

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A Civil War Roster for Lincoln County, N. C., Ann Keener; printed by the Beatties Ford Chapter of the United Daughters of the Confederacy, 1991, Denver, N. C.

¹ Anne Keener in her book A Civil War Roster for Lincoln County, N. C. printed by the Beatties Ford Rifle Chapter of the United Daughters of the Confederacy; Denver, N.C.; 1991 lists two majors Generals and one Brigadier General. The book, presents the moving story of the Beatties Ford Rifles. This book is timely in recalling, and preserving our heritage which was purchased at great cost to our ancestors.

North Mecklenburg's (Meck Neck's) Lost Graveyard

Unknown to most local residents, but located in the midst of present day Mecklenburg Neck (Meck. Neck) is a cemetery that probably contains between 100 and 150 graves.

The exact number of graves cannot be determined. There are approximately 15 to 20 rows of graves that could contain up to 30 gravesites per row. Some gravesites are marked with field stones. Many sites are marked only by indentations in the earth - indentations caused by the earth sinking when the pine coffins rotted.

There is no question that this is a Christian cemetery. The remaining markers face east, so as to see our Lord when He returns.

The location of this "lost" graveyard is in the southwestern triangle formed by present day Mayhew Road (formerly Beatties Ford Road to Charlotte) and Tuskarora Trail (formerly Beatties Ford Road westward to the Catawba River about three miles away). The Red Hill School was located on the north side of the cemetery. This school was used as a school in the early part of this century until the first wave of school consolidation occurred in the 1920's or about the time Brawley School was built to serve South Iredell and other students were bused to Cornelius.

Scattered throughout the cemetery are trees of varying sizes, some with a diameter of up to 20 inches. There are also indications that some timber was cut from this site when Lake Norman was built in 1957-62.

The cemetery is located on land owned formerly by Duke Power Company. Its present day owners may be Crescent Resources, Inc. The present property owners have recently surveyed the property around the cemetery since property is in the process of being subdivided.

When I first visited this cemetery about three years ago with Kenneth Caldwell, a local historian and former native of the area now living in Davidson, we discovered that vandals had been digging at two of the sites. A recent visit to the area did not show any more desecrations of the graves. I am indebted to Ken for his interest in local history and showing me the location of the cemetery.

The existence of these old, usually private burial grounds, is not generally known to the present day inhabitants of the area. As these plantations and farms were subdivided and then sold, cemeteries were usually not located on the deed when the property was conveyed. After several generations these cemeteries were forgotten. Many lake dwellers would be very much surprised if they knew how many cemeteries are now under Lake Norman. One of the better known cemeteries now under Lake Norman is the Baker Cemetery, located about four miles to the northeast.

Every cemetery should have a name. What is the name of this cemetery? Using the best information available to the writer, he believes it is the Johnston Cemetery or the Connor Cemetery or the Connor-Johnston Slave or Black Cemetery.

Due to the fact that there are no inscriptions remaining, if they ever existed, and to the size of the field stone grave markers (approximately 4 to 6 inches by 6 to 8 inches, by 20 to 28 inches), this cemetery was the final resting place for slaves and Blacks. The large number of gravesites that have no inscription indicates that this cemetery was used by people who did not have the means to preserve their heritage. Local traditions usually preserve a thread, even if sometimes distorted, of local history. Perhaps the descendants of these people were uprooted and moved too frequently for this tradition to survive.

The condition of the cemetery and its existence in a forest indicate that this cemetery received its last upkeep and maintenance circa 1900-1920. This was about the time the Red Hill School was closed. It was also about the time a bridge was built across the Catawba River and Beatties Ford Road from Charlotte was relocated about three miles south of the Beatties Ford stream crossing circa 1912. This bridge was later washed away in the flood of August, 1916. When the bridge was built, Beatties Ford lost its reason for prominence. It became obsolete.

The reasoning for the name of this cemetery is derived from the following history of the area. The writer could be wrong in calling this the Connor-Johnston Cemetery. If anyone has information concerning this cemetery, please convey this information to the writer by writing to the editor of The Mecklenburg Gazette.

The absence of a church or known church indicates this was a private or a private community cemetery.

The Connor Connection

A. (Alfred) Nixon in his address to the Anna Jackson Bookclub, at the Mary Wood School in Lincolnton, N. C. as reported in The Charlotte Daily Observer on June 2, 1902 describes the pioneer settler: "Another strong link in this chain of connections was the Connor family. Three brothers, Charles, James, and Henry came from Antrim, Ireland and kept store at the 'Red House' three miles east of Beatties Ford. Before joining his brothers here, Charles was the owner of a vessel that plied between Norfolk (Va.) and Liverpool (England). James received his title of captain for active service in the Revolution. Henry, the youngest, located on a farm near --ans (Cowans - part of the narrative is missing) but no sign of his re----s. His daughter, Harriet -----d (married) Dr. S. X. Johnston (a physician and member of the 1861 Convention to Secede)..."

Villages customarily developed where roads crossed. Old roads were ridge roads, hence cross roads were usually located where ridges met. This location is on the ridges between the Catawba River and formerly Davidson Creek and a traversing east west ridge. A village was probably located near the school and cemetery. The Caldwell Plantation was nearby. Some of these plantations had a

large number of slaves. The Alfred Burton Plantation and village was located about three miles to the west at the western terminus of Beatties Ford. U. S. Census reports of 1830 reveal that Alfred Burton, Esquire, had forty-four slaves and his brother Robert H. Burton had sixty slaves. The slaves buried within this cemetery probably came from these villages and nearby plantations.

Dr. J. Clyde Johnston, 1865-1953, lived in his ancestral home located west of the cemetery in a log home. This house was moved, rebuilt and restored when Lake Norman was built. It is presently the home of Mrs. Florence Battle.

Local tradition attributes several stories which may or may not be true to Dr. Clyde. During the Depression, when the price of cotton dropped to five cents per pound, Dr. Clyde refused to sell at that price. He kept the cotton stored in his barn and sheds too long and it rotted.

Another story indicates that Dr. Clyde practiced medicine during the influenza epidemic of 1918. During World War I, physicians were scarce since many were in military service.

Dr. Clyde Johnston was married two times. His oldest son, by his first wife, was named Shipys. Children by his second wife were Sidney, Gladstone, J. Clyde, Jr., and Halley Comet. Halley Comet was born when the comet was nearest the earth, hence his unusual name.

According to local historian, Jim Fortner, "Dr." Clyde wanted his children to be educated and to do so, he worked out an agreement with Miss Victoria Calloway, who lived on Walnut Street in Davidson. This agreement with Miss Calloway provided that his children would live with her while attending Davidson High School and Davidson College. The other part of the agreement was that "Dr." Clyde would furnish food and fuel to Miss Calloway while his sons attended Davidson High School and Davidson College.

The town of Davidson operated its own school system until the school system in North Carolina revamped in the early 1930's. Students from the southern part of Iredell County, including Mt. Mourne, N. C. attended the Davidson School. This arrangement was discontinued about 1951 when Mecklenburg County had its second school consolidation, using the 6-3-3 school plan of six elementary, three junior high and three high school grades.

The writer has found descendants of people buried in this cemetery now living in Davidson. They are Fannie Houston Hail and her sister, Hazelee Houston Graham. Hazelee, the daughter of Charlie Houston, has grandparents, Bratcher Houston and his wife Alice buried there. Her great grandfather Logan Houston and his wife (name not known) are also buried there.

Blacks with the following surnames now living in this area who had grandparents living in this area, circa 1900-1920, probably have ancestors buried in this Connor-Johnston Cemetery: Beatty, Black, Burton, Connor, Forney, Graham, Houston, Johnston, Knox, Torrence, Wilson, Withers, White and others.



Brotherton points to rough stone marker in Meck Neck's lost graveyard. Because of the undergrowth it was hard to count the number of graves. *photo by Ed Matthews*



Part of this home is the original Dr. J. Clyde Johnston home, 1865-1953 which was located west of the cemetery.

Unity Presbyterian Church - 1764

From the unpublished booklet, History of Unity Presbyterian Church, p. 2 is this sentence:

"It became the nursery of historians and scientists, statesmen and philosophers, lawyers and divines: it was the hot bed from which grew Superior and Supreme Court Judges, representatives in Congress and United States senators, Governors of states and generals of armies." This is a statement of fact.

Several conditions came together at the right time, at this location - Unity Presbyterian Church, to produce the flowering, the leadership, and rich heritage that for a generation or about thirty years was one of the greatest in North Carolina. Probably the most important condition was the population factor. The large population was the result of Lincoln County being one of the largest counties in the state. Lincoln County, during this golden age, included not only present day Lincoln County but also Catawba and Gaston and part of Cleveland Counties. (See note at end of article).

Curtis Bynum in his book Marriage Bonds of Tryon and Lincoln County, p. 4, reports the population as follows:

1820 - 18,147 - includes 3,356 slaves
1830 - 22,455 - second largest in the state
1840 - 26,160 - largest in the state

Before the 1850 U.S. Census, Gaston and Catawba Counties had been split off from Lincoln County. With this greatly reduced population base, Lincoln County lost much of its clout and influence in the state and national government. This reduced population, also reduced the influence of the most influential community in the county - the Scots-Irish settlement of Unity Presbyterian Church in the Beatties Ford Road area.

Another factor producing this leadership was the freedom and religious heritage of the Scots-Irish people. Their ancestors had been forced to flee from Scotland to North Ireland. These refugees, after coming to North Carolina, had again been forced to defend their freedom and way of life by the King of England and his British subjects in the American Revolution. This flowering occurred when the offspring of the generation that had been forged by fire in the battles of Charleston, Cowpens, Ramseur's Mill, Kings Mountain, Cowans Ford and Guilford Courthouse, reached maturity and took over the reins of government. Some of these battles were in their own neighborhood.

Some of these battles were with their neighbors, the German settlers within their own county. A good example of this fight with their neighbors was the battle of Ramseurs Mill in Lincolnton, N. C. The adversity of this conflict produced a unity and kindred spirit that was an influence out of proportion to their numbers.

Unity Presbyterian Church is located in the Eastern part of Lincoln County,

about one mile east of the Triangle Community. Today, instead of being located two miles west of the Catawba River, its location is about one mile west of Lake Norman. The present day post office address is RFD, Denver, N.C., whereas, it was formerly Beatties Ford, N. C., and later Nixonia, and Hagers. Beatties Ford no longer exists as a ford/village or U.S. Post Office. This church was located near the center of the Scots-Irish settlement on the west side of what was then the Catawba River.

Probably the earliest factor producing this influence and unity was the fact that the early pioneers had to drive out the Cherokee Indians and defend their homes from these Indians. This shared experience produced a common bond that stretched back to Scotland.

For reasons not clear to the writer, these Scots-Irish, who had settled the eastern one-fourth or one-fifth of Catawba, Lincolnton and Gaston Counties, in the fertile river valley adopted the plantation type of agriculture along with its attendant slave labor. The economic incentive might have been too strong for them to resist the slave oriented plantation concept.

This community got its start when Adam Sherrill in 1747 and John Beatty in 1749 settled in the valley in what was then Rowan and Anson counties.

John Beatty selected for his homesite present day Governor's Island and built his home over-looking the Catawba Valley and the river crossing. Fertile bottom land, suitable for growing corn, was available.

As soon as pioneers settled the valley, they started building their institutions, a meeting place for worship and a school.

Mr. A. Nixon in a talk before the Anna Jackson Book Club in Lincolnton, N. C. at the Mary Wood School on Feb. 22, 1902 and published in the Charlotte Daily Observer, p. 10 (on June 1, 1902), reports "Most of the early Scots-Irish were Presbyterians and the religious center was Beatties Meeting House. This place of worship was established by the pioneer, John Beatty, one mile west of Beatties Ford. The meeting house stood on a level plot of ground, in a beautiful grove of oak and hickory near a spring." The present day location of Governor's Island). It is not known when this meeting house was established. The author believes that it was in existence by 1755.

(A personal note: My mother, Hattie Howard Brotherton, attended Sunday School in a log building on Governor's Island in 1912. She has a scar on her forehead that she received when she fell on a slab (bench) in the log building). This building, at various times was used as a school and a doctor's office.

According to a sign on the premises, the church was organized in 1764. This is the same year that Goshen Presbyterian Church in Mt. Holly area, now in North Belmont, was organized. This writer does not know which of these churches was the first organized, therefore, he does not know which was the second and which was the third church organized west of the Catawba River. Several times these churches were served by the same pastor. It is probable that these two churches were organized at the same time.

Another church in this area that was organized about the same time was Centre Presbyterian Church, located in Mt. Mourne, N. C. in south Iredell County. Centre was organized in 1765. The fact that these churches were organized about the same time is a good indication of the influx of Scots-Irish into this area. This settlement on both sides of the Catawba helps to account for the close relationship that existed between the Centre Church and Unity Church.

The Presbyterian Synod of North Carolina was formed at Centre in 1765.

When this first church was built, was probably the time when the meetings were moved from Beatties Ford (Governor's Island) meeting house.

F. B. McDowell in his book The Broad Axe and the Forge or a narrative of the Unity Church Neighborhood, p. 3, writes "The first church of Unity was a log building, but an additional plot of ground was in 1801, deeded to James Connor, Alex Brevard, John Reid and Joseph Graham, trustees' for erection of a larger one. This larger tract of land permitted the erection of building number two."

Second Building

"According to the booklet, History of Unity Presbyterian Church, p. 3, "The kirk (church) was named in the deed 'Unity'. This second building stood in front of the iron gate to the older part of the cemetery, a little to the west of the present church building." This iron gate is still standing.

Hooded Pews

"The seats in the second building, were elevated at the doors and graduated to the pulpit, which being very high was covered with a hood. On either side of the pulpit, and facing the congregation, were two pews, also hooded. One was occupied by Capt. John Reid and the other by Capt. Alexander Brevard and their families." History...Op. Cit.

This picture of hooded pews, with church elders looking out over the congregation brings to mind not only the loving care church officers had for their congregation, but also, the stern eye that a reverent attitude was maintained within the meeting.

No information of record was found concerning a Session House. These early Presbyterian Churches nearly always had a session house.

Building Number Three

"The third edifice was erected in 1833, twenty-five years after the second building was constructed. These dates indicate that this section was growing rapidly in population and that the church was growing in numbers and influence. Donations were made to the former church lands by Robert H. Burton, W. S. Simonton and Mary King; and the lands were conveyed to John D. Graham, D. M. Forney and John Knox, trustees. This was the conventional church of that period. It was a rectangular frame building with a large high pulpit facing the auditorium with gallery at the rear where the slaves sat. This building stood

two years less than a century."

Present Building - Number Four

The building in use today was built when Rev. W. T. (Ted) Smith became pastor in 1930. Construction of this building with its auditorium and nine Sunday School rooms was started Dec. 8, 1930. Construction was completed March 12, 1931. This was approximately four months after Rev. Smith accepted the call to Unity Church and left Cornelius Presbyterian Church in Cornelius, N. C.

Building additions include a log hut erected for youth activities circa 1935, an educational building opened for service May 15, 1952, a new fellowship hall was opened in 1982.

Notes on Pastors of Unity

The pastors and some insights into activities of some of the pastors are revealed in the following stories.

According to the History of Unity Presbyterian Church the first pastor known with certainty was Dr. Humphreys Hunter who came to the church in 1796. The names of the earlier pastors have not been handed down or recorded.

"Dr. Hunter was born on 14th of May, 1755 in the vicinity of Londonderry, Ireland. His father died when he came with his mother and other children to Mecklenburg County in 1759. Here he grew into manhood. He took part in the war against the Cherokees (Indians) and served with distinction in the American Revolution.

He was pastor of Unity and Goshen Churches from 1796 until the year 1804. During this time Lincolnton was one of his mission points. His son, Dr. C. L. Hunter wrote the book Hunter's Sketches Of Western North Carolina, and was an eminent scientist." (History of Unity Church).

According to the best information available, Dr. C. L. Hunter wrote his book over a period of two years when he lived at Beatties Ford, circa 1828-1830. The book was probably completed much earlier than its publication date by The Raleigh News Steam Job Print in 1877.

F. Brevard McDowell in his booklet The Broad Axe and The Forge, or a Narrative of Unity Church Neighborhood, p. 4 states, "The first regular minister was Henry N. Pharr, familiarly called the 'High Priest' on account of his size. He was succeeded by Patrick Sparrow afterwards, the first professor of languages at Davidson College. Mr. Sparrow's father was a potter at Vesuvius (iron works and forge). General Joseph Graham was instrumental, along with others in educating Patrick. Later in life Patrick was selected pastor. Rev. Patrick Sparrow conducted a large school at Triangle at the location of Unity Church. He also originated the custom of annual religious camp-meetings with tents. (The camp meetings are usually associated with Methodists and later on with Baptists - seldom with Presbyterians.) "Preacher Frontis, the Frenchman had a room to themselves. There was no shouting..." These camp-meetings must have been

different from those held by the Methodists and Baptists. F. B. McDowell, p. 4, op. cit.

"Rev. James Adams who married, Eliza, daughter of Robert H. Burton and neice of Governor Burton, succeeded Patrick Sparrow." During Adams tenure of service "serious dissension, though trivial in nature, was with difficulty averted. Elders John Knox and Henry Barclay presented Elders Robert Johnston and John Hayes before the session of the church for permitting dancing in their homes. This infraction of a rule against amusement, doubtless embarrassed Mr. Adams, and he resigned rather than be the cause of a schism in the congregation". Evidently. The pastor would not side with either group. "A call was then extended to and accepted by Rev. Frederick Nash of Hillsboro" McDowell, op. cit, p. 5. (See Note).

Rev. Dr. James McGee was, at various intervals, the stated supply pastor whenever there was a vacancy. James was remembered for preaching the same sermon more than one time. James was pastor of Steel Creek for twenty years, and of Centre Church for 30 years. Dr. McGee was a polished orator and pious, but he was regarded as being too lenient for the time.

"Parents of Unity Congregation were imbued with the belief that this life was a terrible God's fact the soul being an emanation from the Deity, and they were responsible for its return. There was something almost hierarchical about the average elder. His very presence on Sunday was awe inspiring and solemn and in marked contrast with the gentle faces of the women..."

The next pastor was Rev. Dr. R.H. (Robert Hall) Morrison, the first president of Davidson College resigned the presidency on account of his health and succeeded Rev. Nash as pastor." Under the tenure of Dr. Morrison at Davidson College an attempt was made to have each student do some manual labor each day. This experiment was not successful and the experiment was abandoned when Dr. Williamson became president, for more than forty years he (Morrison) served the congregations of Unity, Castanea, and Macpelah churches.

Dr. Morrison refused to sell a right-of-way through his property to the Carolina Central Railroad, because he thought drinking resorts might spring up along the line and endanger the moral safety of the neighborhood. The Catawba Springs Resort Inn was located nearby.

This article by the unknown author or unknown authors of the History of Unity Presbyterian Church. "In the decade(s) from 1830 to 1850 Unity was at the fullness of her splendor. The late Judge Shipp counted more than forty carriages that came regularly to the church making no mention of the gigs and smaller conveyances. Barouches swing on C springs with folding steps that closed and opened with the doors, were the vehicles of the wealthy and fashionable." For a better translation or appreciation of the descriptions of these vehicles for carriages and barouches, read Cadillacs, Chrysler's and Lincolns. For gigs and smaller conveyances read Fords and Chevrolet's.

The R. H. Morrison plantation was recently purchased by Duke Power Co. Plans are to use this land for gas fired generation of steam to provide electricity needed by Duke Power Co. to meet peak period demand of electricity.

Pastors of Unity Church listed in Chronological order: Dr. Humphreys Hunter, Henry N. Pharr, Patrick Sparrow, James Adams, Frederick Nash, Thomas Espey, Dr. James McRee, Dr. Robert Hall Morrison, W. A. Dabney, A. M. Waston, R. W. Boyd, J. J. Kennedy, J. J. Harrell, W. H. Wilson, H. W. Walsh, C. H. Little, John L. Lay, W. M. Sikes, T. G. Tate, G. A. Hudson, F. B. Rankin, C. L. Wilson, W. C. Furr, W. T. Smith, J. K. Parker, W. H. Matheson, R. T. Baker, Robert Wilson, Dewey Murphy, Interm Supply Dr. Paul Kercher, Dr. Dawes Graybeal, Dr. Jack Robinsson, Interm Rev. Jeffrey Smith, Dr. Charles Dudley Miller.

This list of pastors since Rev. Ted Smith was furnished by Margaret Graham, a member of the church.

Since Presbyterians believed in an educated Ministry and in education for everyone, this may be the appropriate place to list some of the schools associated with Unity.

"The first classical school was conducted at Unity by Patrick and Thomas Sparrow. A Northerner name Dewey also taught a short time. Robert G. Allison, of Statesville, a noted teacher prepared a large number of boys for college." Broad Axe and the Forge, p. 11.

The need for educational facilities for women was recognized by Margaret J. Brevard, widow of Franklin Brevard. Margaret lived in Iredell County about three miles from Beatties Ford. She had been left a large estate when her husband died. Margaret had a daughter that she wished to educate. Salem was the nearest school, but it was deemed to be too far away. To solve the problem, Margaret employed a Miss Burgess of Philadelphia as a governor and teacher. This school or finishing school evidently met a need for young ladies of the most prominent families of the area.

Attendees of the school were "Rebecca Brevard, widow of Robert I. McDowell, Elisa Shipp, wife of Judge W. P. Bynum, (later 1st Lieutenant in the Beatties Ford Rifles), Harriet Johnston, wife of W. T. Shipp, Louise Phifer, first wife of Robert Young, Sarah Young, widow of Harvey White, Lizzie Alexander, wife of Dr. Gas. Gilmer, Sarah Springs, wife of James Davidson and afterwards widow of Major Fenus Grier, Sarah Virginia Burton, widow of General D. H. Hill, Harriet Morrison, wife of James O. Ervin, Cynthia Wilson, wife of Joseph Wade Hampton, Anabella Wilson, wife of John Logan, Carolina Sigmon, Mrs. Gabriel, Martha Houston, Mrs. Shuford, Zilpah Graham, Mrs. Knox and many others who married men of note and who are associated with the best history of the state. On Sundays the girls attended service at Unity, crossing the Catawba River. Their appearance as they came riding in road wagons seated on planks and split bottom chairs must have created a lively sensation among the spectators at the church." History, op. cit. p. 11-12.

In 1973, a split occurred in the congregation, primarily over liberal-conservative issues. Part of the Unity congregation left and formed The Lakeshore Presbyterian Church (Presbyterian Church in America).

Booklet, "History of Unity Presbyterian Church" p in the Unity Church Records.

Marriage Bonds of Tryon and Lincoln County, Curtis Bynum, 1929, republished in 1962 by the Historical Associations of Lincoln and Catawba Counties.

Mary Margaret Graham; Graham Road; R.F.D., Denver, N.C.

The Broad Axe and The Forge, F. B. McDowell

Hunter's Sketches of Western North Carolina.

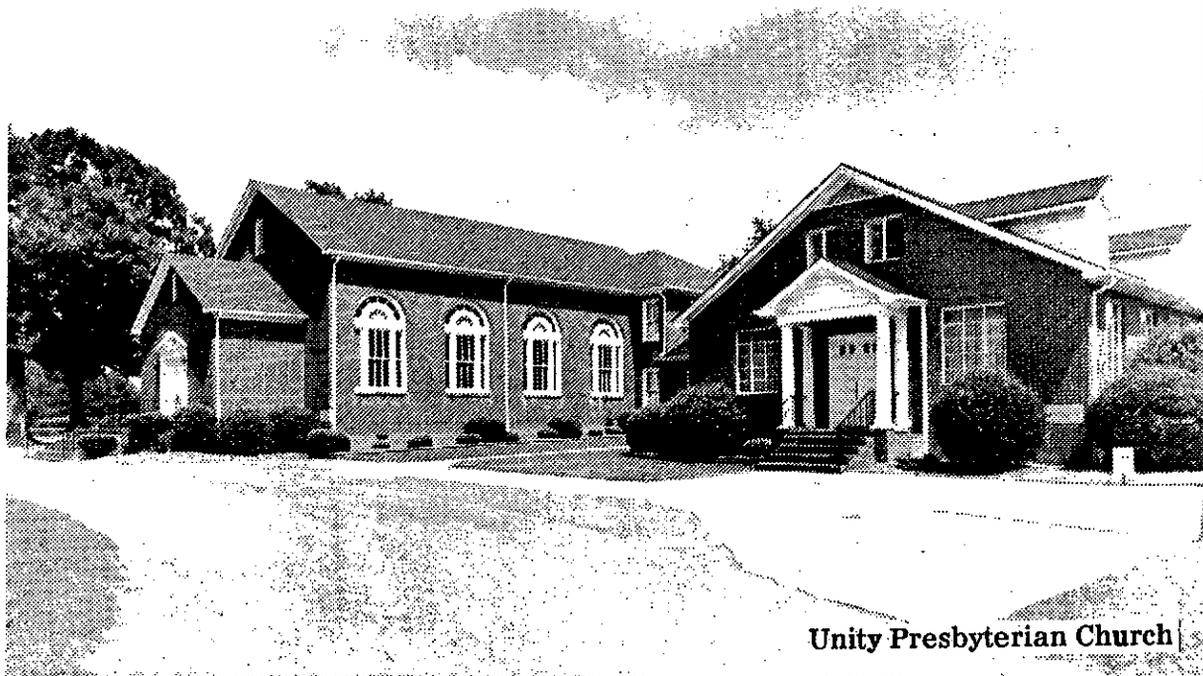
"Charlotte Daily Observer", June 1, 1902, P. 10, A. Nixon

Harold & Locke Cherry, Rte 2, Denver, N. C.

Note: Part of the list of pastors was taken from a Unity Church Publication. It could be incomplete. The Oldest Session Records were not available.

Note: Since eastern North Carolina Counties were in control of the State Legislature, everytime a Western County was added an Eastern County had to be formed and added to the state. The Eastern county formed to enable Lincoln County to be added was tiny Camden County. This procedure has enabled the eastern part of the state to keep control of the State Government.

Note: Another thread of History linking the Unity Community with Hillsboro was the Lytle family. Colonel Archibald Lytle was a Captain in the Sixth N. C. Continental Line Company from Orange County.



Unity Presbyterian Church

Beatties Ford -- Gateway to Western North Carolina

For several thousand years Beatties Ford was the gateway and path to the area situated west of the Catawba River. This article will review the reasons for its importance in trade, commerce and history and the reasons for its decline.

John Beatty, following the east-west trading path used by Indians, crossed at the ford of the Catawba River and bought a total of 944 acres of land on the west bank, the first parcel on July 17, 1749. (From a talk by A. Nixon in the Daily Observer, June 1, 1902, p. 10, 11). A few years later three Connor brothers, Charles, James and Henry, from Antrim, Ireland had purchased land on the eastern side of Beatties Ford. Mr. Nixon reported that they kept store at the "Red House" three miles east of Beatties Ford. This location in Mecklenburg County was the place where the trails and later roads joined to cross the river.

Starting at the southern end and going northward up the river were four physical divisions of the river at the ford. These were an island, the ford, the rapids, and Burton's Deep Water.

Physical characteristics of the ford made this ford the best place for east-west traffic of pedestrians, horseback riders and wagons to cross the river.

Below the rapids, in the river, was an island. This island, varying in width from a few feet to three hundred feet was over a mile long. The southern end of the island extended to the location where the Beatties Ford River bridge was built in 1912. This island had several names, one name the newest, was "goat island." The probable correct name was Graham Island, although I have heard it called Burton Island. Most of the old area maps did not show the island.

At the southern end of the island, on the east bank of the river, but not a part of the island, was a flat rock, used by local swimmers for sunbathing. The undertows of the river currents under the rock made this a dangerous place to swim; however, it was near the former N. C. Highway 73 and easily accessible. Several people were drowned at this rock.

The river bed, at the crossing, was smooth, flat rock. This was ideal for foot or wagon traffic. The river was usually shallow. The crossing was made at the northern tip of the island where the distance from either side of river bank to the island was approximately the same, about two hundred feet.

Traffic could stop on the island and regroup if desired.

A minor drawback to the crossing was the hill that formed the western part of the flood plain.

Small rapids, about two thousand feet in length, were located north of the ford. These granite outcroppings in the river crossed the river with an angle of about 60 degrees. These rapids, with the formation being north-east to south-

west, were part of the underlying rock strata of this area which was exposed. The rapids were the exposed out-cropping of a rock formation that traverses Gaston, Lincoln and Iredell Counties.

In 1840 the ford was the eastern gateway to the most populous county in the state. It was the home of N. C. Governor Hutchins G. Burton, 1824-1827.

Beatties reached its zenith in importance around 1840-1850. It was a station for the stagecoach route from Raleigh to Asheville. A small village existed on present day Governors island. The Burtons in 1830 owned one hundred and seven slaves. According to C. F. Presslar, Jr. in A History of Catawba County, p. 371, "The Beatties Ford section in the southern part of the territory west of the Catawba River and the Henry Weidner section of Catawba County, in the northern part were the most prominent communities in the territory west of and south of the Catawba River at this early date."

The U. S. Post Office at Beatties Ford was at one time "located in Catawba County by virtue of the fact that Catawba (County) contained a portion of land that reverted in 1846 to Lincoln County." One was "Beatties Ford; named for the Beatty family... , Postmasters during the major portion of the four years (1842-46), Hugh C. Hamilton, John H. Wheeler". (Presslar, Jr. op. cit.)

Between 1830 and 1860, North Carolina put emphasis on internal improvements such as roads and railroads. A stagecoach road was built, but a proposed railroad did not meet approval of the people of Lincoln County. A. Nixon, op. cit., p. 11, states, "Many of the leading spirits opposed the entrance of railroads. Dr. (Robert Hall) Morrison opposed the entrance of railroads." Dr. Morrison, D. D., was the first president of Davidson College and was for forty years the honored pastor of Unity (Presbyterian Church)."

This proposed railroad, the North Carolina Railroad, was built in the 1850s and opened for traffic Jan. 29, 1856. Today it is the mainline of the Norfolk-Southern Railway between Raleigh and Charlotte. It is leased to the Norfolk-Southern Railway. The western terminus was to have been Lincolnton. Local opposition caused the railroad to terminate in Charlotte instead of Lincolnton.

This was the first step, which later proved to be a fatal step, that led to the decline of Beatties Ford.

Another factor leading to the decline was the changing transportation methods. The automobile and truck replaced the buggy and wagon. Self propelled vehicles needed a bridge to cross a stream. When a bridge over the river was built in 1912, over a mile below the ford, this was the final step that rendered the natural features of the ford obsolete. This 1912 bridge was washed away in the flood of July 16, 1916. A new bridge was built on the same piers as the 1912 bridge. Scrap iron from the first bridge was salvaged for re-use during WW2. The second bridge was destroyed in 1962 when Lake Norman was built.

This period of decline had lasted about sixty years.

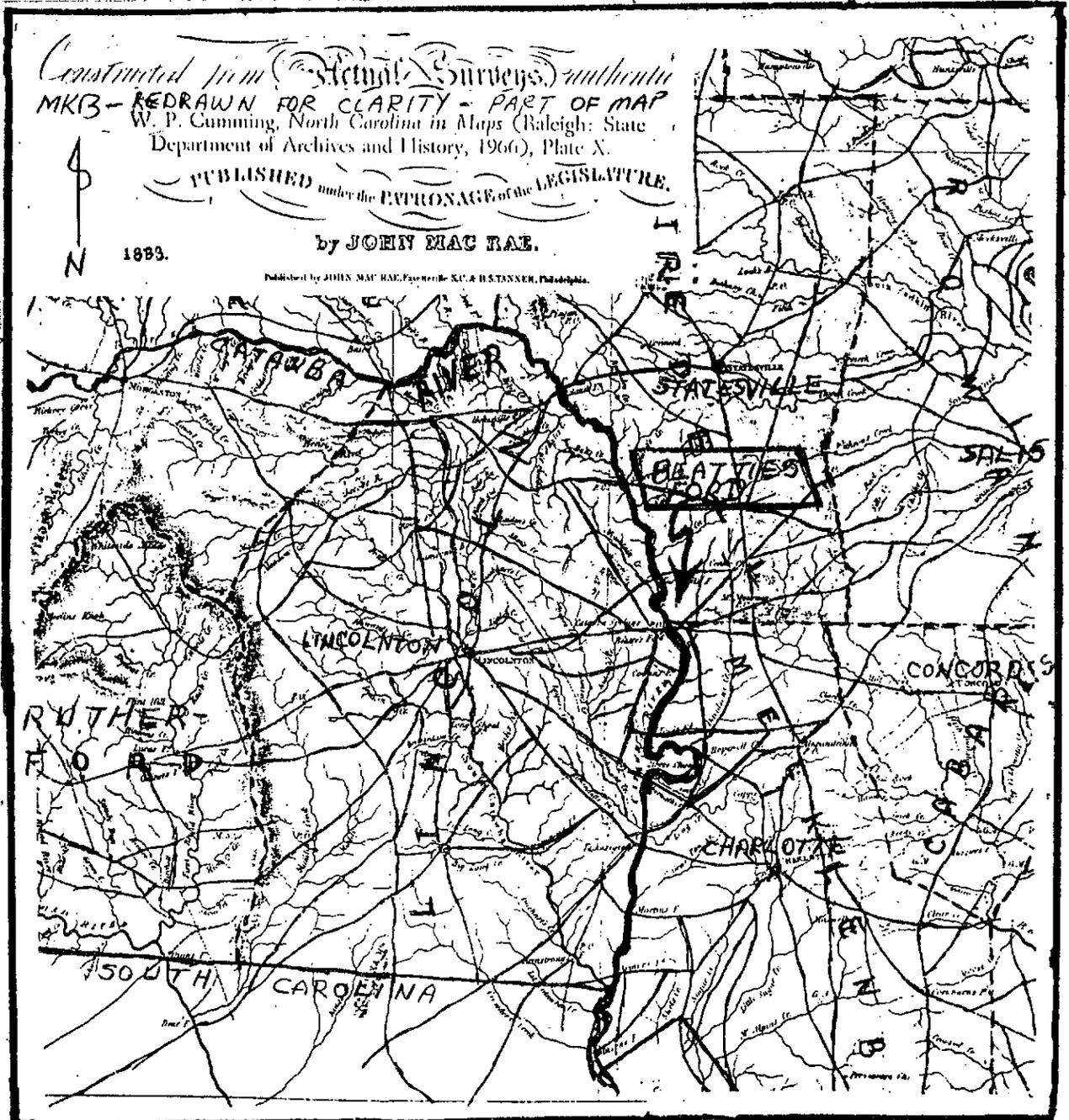
To give an idea of the importance of this ford each of these counties had or still have a Beatties Ford Road, Mecklenburg, Cabarrus, Rowan, Pitt, Catawba, Lincoln. Unfortunately Iredell did away with two hundred years of history when their Commissioners renamed their Beatties Ford Road "Langtree Road."

The 1833 map which has been retouched for better printing, reveals the seven roads that converged at Beatties Ford.

All of the Ford, except twenty-three acres of the Alfred Burton homeplace, presently known as Governors Island, are now under the waters of Lake Norman.

Bibliography

"Charlotte Daily Observer", A. (Alfred) Nixon, June 1, 1902, p. 10,11.
A History of Catawba County, C. F. Presslar, Jr., p. 371.



This map shows the Lake Norman area in 1833.

Beatties Ford - Recollections and Memories

A previous article described and gave the reasons for the prominence attached to Beatties Ford. This article will share memories associated with Beatties Ford, circa 1939-1942, with the readers of this article. My father Marvin H. Brotherton, and mother Hattie M. Howard Brotherton, my brothers and sisters Harry O'Neal, Gilbert E. Curtis G., Peggy J., Opal M. Burgin, Troy H., Vaughn D. Riddle and Vernon C. Brotherton lived on Burton's Lane.

Located North of the ford were rapids in the river for a distance of about two thousand feet. These shallow rapids were an excellent place to gravel for fish. To gravel for fish, a person used his hands to grab the fish that often gathered in the small holes in the rocks. It was difficult to grab the fish, because they were slippery and squirmed.

I was always wary, when graveling for fish, because I was afraid I might grab a water snake. To my good fortune, I never grabbed a snake.

To my knowledge, the rapids were the only location in the river where fresh water mussels were found. The mussel had no practical use. They were not edible and they did not make good fish bait. Their presence was an indication of the purity of the water.

In the slight curve above the rapids was a section of the river about fifteen hundred feet long that was known as Burton's Deep Water. The deep water, usually about ten feet deep, was located on the west side on the outside of the curve of the river. On the eastern side, or the inside curve of the river with a radius of about two thousand feet, was a sandbar. The river at this point of deep water was about 225 to 250 feet wide. The depth varied from about ten feet on the west side to about zero depth at the sandbar about twenty-five feet from the east bank.

The scouring action of the river where the water turned against the west side kept the water deep at this point.

The deep water part of the river was a good place to fish. There were usually only three types of fish: perch, catfish and carp. The fishing rod was a cane pole. Since reels were costly, we never owned or used one.

Two other types of fishing methods were used: The fish trap and the trot line. Oranges were shipped from Florida in rectangular boxes containing four-fifths of a bushel. The outside of the box, was covered with slats about three-sixteenths of an inch thick and about 3 to 3 1/2 inches wide with a 3/4 inch gap between the slats. This wooden box, when equipped with a funnel, made of poplar bark which had been skinned on the outside of the bark made an excellent fish trap.

Another thing that made this type of fish trap popular was that the supply was plentiful and they cost nothing. The local, Tull Brotherton grocer was glad

to give them away.

Needless to say, fishing was enhanced by the addition of bait to the baskets. A small piece of 25 pound cottonseed meal cake enclosed in a piece of cloth was the best bait. It cost seventy-five cents per cake at the Southern Cotton Oil Company (SCOCO) in Davidson where the hulls of the cottonseed were separated from the seed. Because of the cost, it was used sparingly. The cottonseed cake was a by-product of pressing the oil from the cottonseed. The main use of the cake was for cattle feed. Another bait used was the berries from some type of bush that grew on creek banks.

The trot line, used in fishing, was usually made by placing a 1/2 inch rope across the river and anchoring the rope securely on each bank. This rope was used as a carrier. Attached to the carrier were stringers containing a small weight and fish hooks. These stringers, usually about three feet long, were attached to the rope at intervals of about five feet. The rope was weighed down with worn out plowshares. A flat bottom boat, was used to bait the hooks and remove the fish, if any. The trot line was usually "looked" (attended) in the morning and evening.

The flat bottom "home made" boat used in fishing was made from sixteen or eighteen foot long, twelve to sixteen inch wide side boards, one inch thick usually cut from a tree on the farm. The boards were narrowed for a distance of four feet on each end. This taper was from zero inches to six inches and was used to raise and keep the bow and the stern of the boat out of the water. The bottom of the boat, about thirty inches wide, was usually made of one inch thick boards from four to eight inches wide. Two seats, one each where the side taper stopped, completed the assembly.

This flat bottom boat, although it had one or two oars, was usually pushed along by a pole. This simple pole was superior to the oar, especially when navigating the rapids.

Our aquatic and fishing activities on river were nearly always limited to the summer months when the crops were no longer under cultivation and school was not in session. The school term of eight months usually ran from Aug. 15 to May 25. An unusual feature was an interrupted term. The interval from Sept. 20 to about Oct. 25 was a school holiday and this interval was used to allow students to harvest crops.

North of Burtons Deep Water, between the forks of the river and a small branch on the west side of the river, was a hill that was covered with hardwoods. This was the favorite camping site of the Indians using the ford. Indian artifacts, mostly different types of broken arrowheads from different tribes, were scattered over the hill.

Burton Creek, located one-half a mile west of Governor's Island had several small waterfalls over a distance of about two hundred feet. The fall of the creek was about fifteen feet - enough to turn and power a large water wheel. In the nineteenth century a grist mill was built and operated on the site.

Burton Creek was a good habitat for "cooters" or fresh water turtles. One

old mossback, about twenty-eight inches in diameter was able to walk on the creekbed with me standing on his back. These cooters were good to eat. They were not the greenback striped type found in some lakes today. Dwight L. Proctor, a good, local fisherman, usually knew where to find a cooter. He was also a good conservationist.

I used several steel traps to try to trap mink on Burton Creek. I never trapped one. The closest I came to trapping a mink was when the trap caught one, but the mink gained its freedom after gnawing off its foot.

Two species that once were native to the river no longer inhabit the river or now the lake. Eel migration was stopped when dams were built on Lake Norman. Red Horst fish are no longer found.

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Sometimes current events trigger memories of bygone days. Several summers ago, my grandson, Josh Arnold, who lives off Torrence Chapel Road west of Davidson, called me on the telephone. Josh said that he had caught a big fish that weighed about two pounds, but he could not get it cleaned. He wanted me to help him clean it. I went to help him. The fish was a catfish. I explained that you did not scrape a catfish but you had to skin it using a knife and pliers.

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I have one memory that I will cherish until the day I die. In my mind it is as clear now as it was over fifty years ago.

In the summer, when the windows in our house were raised for ventilation purposes, I could hear the sound of water from the river as it tumbled over Burton's Rapids. This murmur would occasionally be punctuated by insects or animals of the night, such as cicadas or whip-poor-wills. This was a beautiful soothing sound of music especially when a person is falling asleep.

Old Time Baptism

Additional information by Mr. Ray Stillwell, concerning the article on June 10, 1991, "Beatties Ford - Recollections and Memories", reveals that the grist mill on Burton's Creek near Beatties Ford was built by his great grandfather's brother, Peter Stillwell.

Peter Stillwell was born on the Brevard Plantation, west of Mt. Mourne, N. C. and later moved to the Burton Plantation at Beatties Ford. The grist mill was built by slave labor under Peter's direction. After completion of the mill, Peter operated it.

Ray Stillwell added another activity, unknown by the writer, at Beatties Ford. Ray reports that a grist mill operated on the east bank of the Catawba River at Beatties Ford. This mill had rough stones running downstream from near the bank at an acute angle to direct water to the water wheel. Evidently, this water wheel was operated by water flowing into the wheel from the bottom (bottom-fed).

The water wheel on Burtons Creek was turned by water engaging the water wheel at the top. The bottom fed wheel required a larger volume of water to accomplish the same amount of work, or the same amount of power.

Another interesting fact revealed by Ray was that baptizings took place in the river. Hopewell Baptist Church east of Davidson, held baptizings on the east side of Beatties Ford, just below the above described grist mill up into the 1930's. Ray was baptized in the river in The Baptist Hole.

Another local resident who was baptized in the river just above the bridge on Highway 73, at the "Rock Turn Hole" was Ken Caldwell of Davidson. This event occurred about 1930, Ken was a member of Rockwell Baptist Church located on Mayhew Road. This church relocated north of Davidson when Lake Norman was built.

Local tradition reveals that Hopewell Baptist Church and several other area churches, during the period circa 1920-1960, also used the river above the old N. C. Highway 73 bridge to baptize their members. The place was at the "Rock Turn Hole." This "Hole" had easy access, a large flat rock-sometimes used for sun-bathing, and was an ideal place for religious activities.

Hopewell Baptist Church probably used "Rock Turn Hole" until their new church was built in 1948.

Louise Thompson Martin, a former member of Berea Baptist Church of Doolie on N. C. Highway 150 West of Mooresville, was baptized off the N. C. Highway 150 bridge circa 1955.

Louise, an employee of Davidson College, works for the Wildcat Club.



Hopewell Baptist Church baptizings

The Work Projects Administration "The Great Depression"

In 1933 Lincoln County, like other counties and states in the United States was in the midst of the Great Depression. Business activity had slowed. People were unemployed, people were hungry and in need of jobs.

The Congressional and Presidential elections of November 1932 were decided, primarily, upon the promises of the candidates to get the economy going and to get people employed, to get the economy primed through the use of government agencies performing various business functions. These agencies were subsequently known as the New Deal programs and referred to as alphabet agencies. One of these agencies was the W.P.A., The Work Projects Administration. The W.P.A. began in the summer of 1935. It ended when World War II began in the summer of 1941.

According to Jules Loh in the Charlotte Observer, June 30, 1992, page 7C, "In those six years, more than eight million unemployed men and women nationwide, 20% of the labor force, built 20,000 schools, hospitals, libraries, gymnasiums." They also built roads, water and sewer lines, bridges, and airfields.

Of personal interest to the writer were several projects of the W.P.A. The first was the modification of and conversion of a classroom building to a cafeteria, at the Rock Springs High School in Denver, N. C. This conversion to a school cafeteria, was completed in the winter of 1940-41. The 1941 graduating class gift to the school was silverware to be used in the cafeteria.

The W.P.A. attempted to induce full employment by funding projects deemed worthy and good for the communities and its people. As mentioned in an earlier article, one of these projects was to move the Old Rock Springs School, lower its ceiling from two stories and convert the building so that it could be used as a gymnasium. This conversion employed a large number of unemployed or underemployed people. It also gave the school a much needed facility.

The road system in North Carolina, prior to 1933, was the responsibility of the counties. Due primarily to lack of funds for new construction, maintenance and upkeep, these roads were generally in poor condition. These conditions resulted in the State Government taking over the responsibility for roads and highways. The road system was a fertile field for improvements--a natural for the State Highway and Public works Commission as the N.C. Department of Transportation was formerly known and the "make work" projects of the W.P.A.

An example of road improvement was the north-south road through Denver, N. C., now identified as N.C. Highway No. 16. This road had swale drainage ditches. On the south side, in the 100 block east of the center of Denver, N. C., this swale ditch had eroded to a depth of approximately 5 to 6 feet. This swale ditch and the shoulders of the road were filled in with dirt and the road contour was improved with the addition of sand. This sand-clay road was then topped with gravel. Thus travel was made easier.

A second W.P.A. project worked at the same time as the N.C. Highway No. 16

Road Project was a drainage project. This drainage project was located on the north side of the road in the 100 block, east of Denver. This project drained a dry pond. This pond gave the community it's first name, Dry Pond. When the community was incorporated, it was given the name Denver.

Most of the local roads of this period were improved with the addition of local sand from nearby creeks, being liberally applied as a top surface over the clay road bed. A later improvement, during the 1940s, was the use of gravel for a topping. The 1950's was the era of the paving of the local farm to market roads. These sand-clay roads presented a built-in hazard for motorists.

Auto travel caused the road surface to be lowered in the area where the tracks of the ears traveled--or the formation of ruts from one to four inches deep. When meeting an on-coming car, pulling out of the existing ruts, vehicles had tendency to swerve.

Another W.P.A. project was the improvement of Beatties Ford Road in Lincoln and Catawba Counties. Associated with this project was a bridge replacement over Little Creek in Lincoln and Catawba Counties. The road, at the flood plain on both sides of Little Creek, became unusable during periods of heavy rainfall and bad weather. The road became rutted. The ruts filled with water. This mixture of red clay became mud. Self propelled vehicles found themselves trapped in the muddy road.

In this situation my father operated the local aid service for these stranded motorists. A large mule weighing about 1,250 pounds could usually remove most of the vehicles from the mud. The standard fee for freeing the vehicles from the mud was 25 cents. The mail carrier, for RFD No. 1; Sherrills Ford, N.C. got a cut rate--20 cents, since he was a regular customer.

These examples of W.P.A. road work improvements were typical of their projects throughout the area.

Many farm crops in the first half of the twentieth century were row crops. The row crops, combined with over forty-four inches of rainfall per year, caused severe land erosion. This loss of topsoil and rainfall fostered the formation of gullies on the lower or drainage side of fields and roads. Erosion control resulted in another project for the W.P.A.

A cultural project of the W.P.A. was the introduction of performances of plays and musicals by traveling companies that gave performances (free, I think) to local people. A spin-off of these traveling playmakers and musicians was the establishment of plays and musicians by local directors and local musicians. For some reasons, most of these plays were black face and minstrel shows.

Since the local actors were in disguise, this was probably an aid in overcoming their stage fright. The practice and preparation for the plays was viewed with a festival air. It also took, peoples thoughts off the depression. These plays were usually performed in three or four neighboring communities.

Any group with the desire and time could form their own company and select

any play they desired for their performance. For some reason, only three or four were used. As a result of this limited number, comparisons by the actors of their performance were made between the various groups of performers.

A Personal Aside

My father, Marvin H. Brotherton, was employed by the W.P.A. Authorities on the Beatties Ford Road-Little Creek Bridge Project. I remember seeing him working on the project using a hand shovel. His task, on this particular day, was to bury a twenty inch diameter boulder in the road-bed. Everytime the motor-grader came by, it would unearth the boulder. The instructions were "bury the boulder." Work assignments such as this may have been the reason many local people referred to the W.P.A. as the "We Piddle About Agency."

This local name for the W.P.A. persisted even as these people knew and participated in the jobs the Agency offered.

Tools used by the W.P.A. for erosion control were terraces, privet hedge, and kudzu. Terraces were used primarily to conduct water away from drainage ditches and to slow the water run-off. Swale ditches, with ground cover, was used to drain the water away from roadside ditches. A swale ditch is one that has tapered sides as opposed to a ditch or trench with a vertical cut.

Privet hedge was used in intermediate size ditches and terraces where the drainage slope was not steep. Privet hedge is an ornamental shrub, a member of the olive family with half evergreen leaves and small white fragrant flowers. These shrubs were usually placed at right angles to the ditch. A "U" formation was used to construct sedimentation traps. As the hedge grew, it formed a barrier for water run-off. Vestiges of this erosion control measure can occasionally be seen today around the edges of old fields or at the edge of woodlands.

Webster defines kudzu as "a prostrate Asian leguminous vine used widely for hay and forage and for erosion control." This vine was widely used by the W.P.A. to control and to reclaim severely eroded land or gullies. Kudzu will grow in any type soil and its growth is very prolific. Since it was introduced into the Piedmont area of North Carolina, it has become an almost uncontrollable pest. According to the Lincoln Times-News of September 19, 1990, page 6-B, it "smothers an estimated 2 million acres of Southern telephone poles and trees, farmland and back yards, and has been spied in the North and West." This pesky vine can and does destroy forests. No existing control for its spread in this area exists. Perhaps this cure for erosion, which was worse than the erosion, can be found in Japan which is the native home for kudzu. In this area kudzu is seldom used as hay and forage.

Another non-native plant used for erosion control was the honeysuckle vine. This vine was introduced into this country by early English settlers and used primarily along fence and hedgerows. Whether this vein is a pest, depends upon the area in which it is growing.

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The Work Projects Administration "The Great Depression"

Charlotte Observer June 30, 1991, page 7-C

Lincoln-Times News, Sept. 19, 1990, page 6B

Prohibition in Lincoln County

Geometry teaches us that a straight line is the shortest distance between two points. A straight line from Wilkes County or North Wilkesboro, the moonshine whiskey producing capitol of the state and Charlotte, one of the moonshine whiskey markets of the world, passed through the eastern part of Lincoln County.

The Eighteenth Amendment enacted 16 January 1920 to the U.S. Constitution prohibited the manufacture and sale of alcoholic beverages caused problems to residents of both counties. People of Wilkes County were prevented from marketing one of their crops - corn in the form of corn whiskey. Residents of Mecklenburg County had supply problems since one of their favorite beverages was in short supply. Possession of alcoholic beverages, except for very small quantities that could be used for medical purposes, was prohibited. During the Great Depression of the 1930's, local governments were short of money to meet services provided by the government.

These conditions set the stage for the economic law of supply and demand to start working. Prohibition affected the supply of whiskey. It did not change the peoples desire for whiskey. They still wanted it. The supply or manufacture of whiskey was affected, but not stopped. These conditions caused price fluctuations/and supply problems.

The supply of whiskey in relation to its place of use was a distance of about 75 miles. Since transportation and possession was illegal, local law officials plus state alcohol and tax revenue officials attempted to stop the movement of the whiskey or liquor.

An ideal place to stop this transportation was about the three miles due south of Keeslers Crossroads just inside the Lincoln County line, on Beatties Ford Road, now or formerly, which ran North-South through the Webbs Chapel community.

Beatties Ford Road crossed Little Creek about one half of a mile north of present day Little's Boat Landing. The condition that made this an ideal place to capture the bootleggers and their cargo was due to the fact that erosion caused from numerous wagon wheel ruts, had caused the roadbed to be in a cut, or lower than the surrounding land. This cut was about one half of a mile long. Thus if the road was blocked at one end, there was no other way to escape from the road.

Law enforcement officers would block the south end of the road. Bootleggers would enter the cut with their cargo. Enforcement officers would then come out of hiding at the north end of the cut at Little Creek and capture the bootleggers and their cargo.

Bootleggers used several methods to avoid capture. One of several methods used was the convoy method. Three or four cars would be used traveling one after

the other. When officials intercepted the haulers, the officials would stop one car which may or may not have had the cargo. The other cars usually escaped. A variation of the convoy method was for all vehicles in the convoy to carry the whiskey. When officials stopped one of the vehicles, the other vehicles could then escape with their cargo. This was, in effect, a sacrifice.

Another method was the scouting method. Scouts or vehicles, usually cars, would range ahead of the cargo vehicles. These scouts would then come back to the waiting vehicles and make their report. If the road was clear, then the cargo vehicles would go ahead to a given point and the method would be repeated.

Probably the most effective method was for individual haulers to carry their loads individually and at irregular intervals. This seemed to be the preferred method. Usually a coupe auto was used. The whiskey was covered, usually with a quilt or printed cloth.

Various types of vehicles were used as carriers. Most were two door automobiles. Many were souped up for extra speed and equipped with overload springs. Builders of speedy cars took pride in their work. Many became craftsmen and skilled mechanics. Naturally talk and competition arose about the question-who could build the fastest car? This led to races (in Wilkes County) on dirt roads and on dirt race tracks. Many of the older race car drivers of today can directly or indirectly trace their roots back to modified speed cars used during prohibition. This by-product of prohibition has grown into the present day stock car racing.

Types of vehicles used by the bootleggers were varied. The one common point was that they had large engines. When Ford Motor Company introduced the V-8 model in 1932 most drivers started using 8 cylinder Ford cars. Since these cars had mechanical brakes, and not hydraulic brakes, local wags of that time said these cars had "air brakes" - "aire they going to ketch" (meaning are the mechanical brakes going to work satisfactorily). This problem was solved in 1939 when these Ford cars were equipped with hydraulic brakes. Chevrolet vehicles were equipped with hydraulic brakes in 1936.

One summer one of the bootleggers evidently had a mechanical breakdown, since one of my five brothers found a half-gallon fruit jar of whiskey in the pasture. Another one found a jar in a rabbit trap, which had been stored for the summer in the lower forks of a spruce pine.

About a year later, one of my brothers, Gilbert became very sick. He was carried to Lowrance Hospital (now Lake Norman Regional Medical Center) for treatment. Diagnosis was Bright's Disease-a disease of abumem of the kidneys. I did not know until several years ago that he got sick from drinking some of the bootleg white lightning whiskey that he had previously found. Since use of alcoholic beverages in our home was forbidden, he did not dare tell that he had tried some of the whiskey.

Some whiskey was made in Lincoln County but not much since the preferred local drink was homebrew. Homebrew materials were readily available.

Two local farmers, Boone McCall and Dallas V. Barker, both of Lincoln

County, residing on Burton's Lane also known as "Bootlegger Alley" were also deputy sherriffs. The Eastern part of Lincoln County, being agrarian usually had very little crime. The job of deputy sheriff was viewed, during the Great Depression as an easy way to earn a little extra money.

One summer day Boone and Dallas decided to stop some of the whiskey traffic. A secondary factor could have been pride, or at léast the desire to let the bootleggers know that there was some law in Lincoln County. The decision was to build a roadblock as the method to capture the bootleggers.

Their plans or scheme actually involved two roadblocks thus increasing the odds of capturing the bootléggers. The first roadblock was placed on the wood bridge spanning Little Creek. It consisted of placing a small green pine pole through openings in the bannisters of bridge. This would stop the vehicular traffic. Boone McCall was to board the vehicle when it stopped at the creek barrier.

The other roadblock was located at the south end of the cut about one-half mile away at the driveway to our house. It consisted of a car placed so as to block the road. Dallas manned this block.

Naturally as children we were very much interested in the anticipated action, even from a distance of about 400 feet as directed by my parents.

Boone had a physical infirmity. On one hand, he had a thumb, but no fingers, a congenital defect. This condition affected some physical activity.

When the bootlegger arrived at the Little Creek bridge, roadblock, he slowed his vehicle. Boone, with a weapon in his good hand, jumped on the running board, and ordered the driver to stop. Instead of stopping the driver accelerated, broke the pine pole barrier on the bridge and proceeded up the road to where the second roadblock was located. During this time, Boone, with no success kept ordering the driver to stop.

The driver approached the second roadblock, slowed, drove the vehicle into the side ditch, went around the car roadblock and kept going. Boone had to make a decision; stop the driver or get off the car. He jumped off the vehicle, and rolled like a ball for a short distance.

Luckily, he was not injured.

Homebrew Recipe

As mentioned earlier, the preferred local alcoholic drink was homebrew. I never made any homebrew, but from stories that I have heard from people who did, the recipe was something like this. Take five gallons of wheat bran (shorts) or five gallons of corn bran. Add five pounds of sugar, or a little more if you want a higher alcoholic content. Add bakers yeast, and about 6 gallons of water, stir well.

Store contents in a cool place. Check in about 5 to 7 days and see if the mixture is still working. The higher the temperature (summer) the faster the mixture ferments. When the mixture or beverage has stopped fermenting, strain, sample and bottle the product. My understanding is that this brew is not evaporated and condensed. If it is heated, evaporated and condensed, then you have whiskey and not homebrew. The writer theorizes that the maximum alcoholic content of homebrew would be less than 12 percent. His reasoning is thus: when the alcoholic content reaches about 12 percent, the alcohol will stop the fermentation process. The writer never studied chemistry, and again this is a theory.

Bootlegging continued after 5 December 1935 when the Eighteenth Amendment was repealed by the Twenty-First Amendment. Workmen from Polk County, N.C., who were clearing the land to be flooded by Lake Norman, were charged with operating one of the largest stills ever discovered in Lincoln County. The location, near the clubhouse, on the Westport Golf Course.

One local resident of the Webb's Chapel Community, P. L. McDonald, stored his homebrew in the sawdust pile at the sawmill. He came home one evening, after drinking too much of his production. His wife Nova Lee, decided she would teach him a lesson. She stuffed his five gallon cans full of sawdust and poured out the remainder. The next day he discovered his problem and his loss. Undaunted, he got another can, strained his spirits and enjoyed the pine flavored product.

This noble experiment - prohibition - was a failure and the constitutional amendment was repealed. I suppose the lesson learned was that when a law contradicts the "mores" of society, it is doomed to failure.

Creek on Archibald Little Plantation

Colonel Archibald Little, one of the earliest settlers of present day Lincoln and Catawba Counties, on 25 April, 1767, received land patents (original land grants) recorded in the Land Grant Division in the Secretary of State office in Raleigh, N. C. as shown in the table below:

Land Acquired by Archibald Little

File No.	Date Entered	County	No. of Acres	Deed Book	Comments
1983	4-25-1767	Meck.	300	23/31	Both sides of Beaver Dam Creek
2119	10-26-1767	Meck.	250	23/11	Adjoins Beateys/White
839	5-9-1791	Lincoln	88	81/240	Joins his land
969	5-6-1792	Lincoln	166	81/248	Beginning at a black oak tree
996	1-8-1793	Lincoln	25	85/274	Adjoins his land, Beaver Dam-25 acres all under water

The fact that these patents to the same person were made in two counties Mecklenburg and Lincoln is easily explained. In 1750 Mecklenburg County was formed and split off of Anson County. In 1768 Tryon County was split off of Mecklenburg County. In 1779 Tryon County ceased to exist when its southern part became Rutherford County and its northern portion became Lincoln County. Lincoln County in 1779 generally included not only Lincoln County but present day Gaston and Catawba Counties. In 1842 Catawba County was split off of Lincoln County. When counties were formed, usually their western boundary was the Pacific Ocean. Thus a Land Patent, granted in 1767 to a resident of present day Lincoln County, would have been recorded in Mecklenburg county, or in some instances in Rowan County since the boundary between Rowan (now Iredell) and Mecklenburg was the Earl of Granville's grant and it was difficult to determine where this line was in the 1760's. Present day knowledge would have correctly placed the Mecklenburg grants in what was then Rowan County.

I have read, from some forgotten source, that when the Earl of Granville's line was surveyed, starting on the Atlantic Ocean, that due to defects in the surveying instrument, that the boundary ran through present day Davidson, N. C. Later, corrected surveys moved the boundary about seven miles north to the town of Mooresville.

One of the earliest settlers in the area around Mountain Creek was William Little and his wife Jane. (The name was spelled Little, but it was usually

pronounced Lytle.) Williams' will dated August 4, 1764 and probed in 1772 willed 500 acres of land to his brothers and sisters, Thomas, Archibald, Martah, James, Alexander and Margaret (Little) Baldrige. Archibald Little, in his will, stated that he wanted to be buried at the ancestral burial ground beside his father (William).

Other early pioneers of this area around Mountain Creek with land grants were George Little, Land Grant 1008, 7-9-1794, 40 acres described as being on the waters of Mountain Creek. George Brotherton, 150 acres, Lincoln County Registry 30/72 has a back deed reference to a patent dated August 17, 1787 with a description "waters of Beaver Dam--adjoining lines of Beatties, Waggoner and Cloniners (Cloninger).

Present day residents of the eastern portion of Catawba and Lincoln Counties would have a difficult time visualizing a picture of the Mountain Creek area when it was settled by William Little. Archibald, the son of William, purchased over 800 acres of fertile land along Mountain Creek. The last purchase, of 25 acres, Deed Book 85/274, by land patent was the most surprising. This tract is described as "25 acres, Beaver Dam, all under water, adjoining his property." I have seen Mountain Creek when it flooded bottom lands, present day terminology flood plain, to a depth of approximately six to ten feet during the 1940's when agriculture was primarily row crops. It is difficult for me to comprehend a 25 acre lake built by beavers on this stream.

The approximate location of Beaver Dam was about 1 mile east of Slanting Bridge on Mountain Creek and about 1 to 1 1/2 miles south-southwest of the Duke Power Company Plant Marshall Steam Plant. A writer must be careful when writing about a location of beaver dam, since every creek usually had at least one dam.

The banks of Mountain Creek, now Lake Norman, were narrow (and still are) at the Slanting Bridge, located about 2 miles southwest of Terrell. since the stream (lake) was narrow at this point, a railroad and highway bridge was built at this site. The fall of the stream was sufficient to power a grist mill in the early part of the nineteenth century. This mill was known as Abernethy's Mill.

Col. Archibald Lytle (Little) was commissioned a Captain in the Sixth North Carolina Continental Line Regiment on April 16, 1776 at Hillsborough in Orange County.

Col. Lytle served under Gen. Washington in New Jersey. When the British troops captured Charleston, S. C., the N. C. Continental troops were sent to South Carolina for defensive purposes. Col. Lytle was wounded in the Savannah Campaign at Stono Ferry. He recovered from his wounds and returned to the command of his unit in time to become a prisoner-of-war when General Gates surrendered the troops under his command when he was defeated in the battle of Charleston, S. C.

Early Scotch-Irish Settlers in Lincoln County

Intermittent fighting between the Scotch and English and to a lesser extent between the Lowland Scotch and the Highland Scotch (Celtics-Irish) for about 100 years (primarily, over religious differences) caused many lowland Scotch to migrate to North Ireland or Ulster. These events occurred in the time interval 1650-1760.

The Scotch, as a nation, were defeated by the English at the Battle of Culloden on 16 April 1746. Many were forced to flee their homeland. After a sojourn with the hostile Irish, lasting up to 100 years, enduring many trials, these Scotch (Scots-Irish) migrated to America. Many of them settled in Pennsylvania. Using the Great Trading Path or present day U. S. Highway 29, and later the Cumberland Valley, these Scotch-Irish moved into North Carolina. Some Scotch came directly to America-especially after the Battle of Culloden.

After the Scots-Irish left Pennsylvania, many of them came to Mecklenburg County. When the better farm sites were settled, in Mecklenburg County, the Scots-Irish crossed the Catawba River into present day Lincoln County. One of these earliest pioneers was John Beatty, with a patent (original land grant from the state) dated July 17, 1749. Other early settlers were named Abernathy, Armstrong, Barkley, Clark, Cloninger, Goodson, Graham, Ingle, Little (Lytle), Luckey, McAllister, McCall (McCaul), McConnell, McCorkle, McGee, McMin, McVey, Robinson, Sherrill and White.

These early settlers were generally favorably received by the original inhabitants - the Catawba Indians who inhabited the East side of the Catawba River. The Cherokee Indians, who claimed the land on the West side of the Catawba River, were hostile, as revealed by Alfred M. Nixon in an article in the CHARLOTTE DAILY OBSERVER on Feb. 22, 1902. Mr. Nixon delivered an article before the Anna Jackson Book Club. This article states "Roving bands (of Cherokee Indians) raided the settlements. One of John Beatties brothers went into the range in search of his cattle, where he was discovered and pursued by the Indians. When within a mile of his home, he concealed himself in the hollow of a large chestnut tree. The bark of his little dog cost him his scalp and his life. The Chestnut has long since disappeared, but the place where it stood is pointed out today." Unfortunately this location has now been lost.

The Catawba Indians were originally plains Indians, a part of the Sioux tribe, the largest of the eastern Siouan tribes. The Catawba Indians fought with the settlers in the French and Indian War. Their losses from smallpox were many.

The place where John Beatty crossed the Catawba River now bears his name as Beatties Ford, or perhaps, I should say "once" bore his name since the area is now under Lake Norman. This was the ford used by the Indians for east-west travel and trade. Indian artifacts from the area show that the ford was in use for at least 1,000 years. This ford was located about 3,000 feet due east of present day Governors Island. John Beatty sold his land to Alfred Burton.

The Scotch-Irish settlers prospered and soon began building churches. Historians have written about the seven oldest Presbyterian Churches in the Piedmont area of present day Iredell, Mecklenburg and Cabarrus Counties. These churches were Providence, Sharon, Sugar (Sugaw) Creek, Sardis, Steele Creek, Rocky River and Center (Centre).

According to the marker in front of the church, another church was built within this period, circa 1745-1775. This church, Unity Presbyterian Church, has not been identified with these seven churches previously mentioned, but it should be. Unity Presbyterian Church is located about one mile east of Triangle, N. C. in East Lincoln County, in the Lake Norman area.

Unity Church was established in 1764. It was the second or third church established west of the Catawba River. Goshen Presbyterian Church out of Mt. Holly was established in 1764. A special relationship probably existed between Unity and Center Churches.

According to Charles J. Presslar in "A HISTORY OF CATAWBA COUNTY, p. 90 "the first church west of the Catawba River was built in what is now Catawba County in 1759. "This church was St. Paul's Church near Newton, a Union Lutheran and Reformed Church."

The people who worshipped at Unity were of the same Scots-Irish stock. They had the same type of background as the Presbyterian of Rowan, Cabarrus, Iredell, and Mecklenburg Counties. They were also good patriots in the Revolutionary War.

Later, as English settlers came to the west side of the valley, they established the first Methodist Church, Rehobeth, in Terrell, N. C., in 1789. Rehobeth was the fourth church established in 1790.

The fifth church established was Zion Lutheran, in 1790.

As previously indicated, othr early settlers in the eastern part of Lincoln County were the Germans or Lutherans. Generally speaking, the Germans settled in the Central and Western parts of Gaston, Lincoln and Catawba Counties. However, several German families that settled in the eastern part were Benfield, Bolick, Hager, Linebarger, and Killian. Cultural difference in these Scots-Irish and German settlers provide a thread of history that can be identified in these counties today.

Railroad Development in N. C.

In the seventeenth and eighteenth centuries geographic and topographic conditions in North Carolina caused most of the State's trade to be handled by Virginia and South Carolina. Topographically the Yadkin and Catawba Rivers flowed from north to south. The Roanoke River emptied into practically landlocked Albemarle Sound. The Cape Fear River flowed through North Carolina's only good port -- Wilmington. However, this river was accessible for only about seventy-five miles to the fall line of Fayetteville.

According to C. K. Brown in his book, A State Movement in Railroad Development, page 10, "This condition was viewed with alarm and apprehension by those who tackled the transportation problems of the state. A dual problem thus presented itself. First how to provide cheap and easy transportation to good markets for products of the state? Second, how to force all the exportable product of North Carolina through the hands of North Carolina merchants operating in primary markets on the sea coast of North Carolina?"

This loss of markets causing loss of profits led to agitation and attempts to solve the problem in 1815 and for the next fifty-five years.

This agitation led the state to construct three railroads that extended from Morehead City in the east to the Tennessee state line. These railroads were the North Carolina Railroad, the Atlantic and North Carolina Railroad and the Western North Carolina Railroad--a total of approximately 625 miles of track. "The state of North Carolina was originally the majority stockholder in each of the three companies.

In 1849 the State Legislative chartered the North Carolina Railroad. Gov. William A. Graham--from Lincoln County--took the initiative to have a railroad constructed from Raleigh to Charlotte via the way of Salisbury. The state and private stockholders were to be equal stockholders.

Local tradition in Lincoln County was that Lincolnton was to be the Western terminus, but opposition from local farmers who were afraid that the locomotive would scare their horses, and the "sin" issue raised by Rev. Robert H. Morrison, caused the western terminus to be Charlotte.

In 1849 the legislature passed a bill to charter the North Carolina Railroad Company to construct a railroad from the Neuse River via Raleigh and Salisbury to Charlotte. The company was to have capital stock of \$3,000,000 the state was to buy \$2,000,000 and private parties would buy \$1,000,000. This was by present day standards a peculiar type of structure for a corporation. Most of the individual stock was subscribed by residents of the Piedmont in counties through which the railroad traversed.

Construction of the North Carolina Railroad started in 1851. Authorized funds were insufficient to complete the railroad and in 1855 the state added \$1,000,000 to complete the railroad and thus became three-fourths owner. The railroad opened for traffic January 29, 1856.

Because the NCRR was not a true east to west route, but was horseshoe shaped and because the route to deep water ports at Charleston and Portsmouth was lacking the railroad languished after the War of Secession. In 1871 the railroad was leased to the Richmond and Danville Railroad for 30 years for an annual rental of \$260,000.

"Controversy erupted over the lease. The charter vested appointment of the majority of the directors by the governor. Governor Tod R. Caldwell and William W. Holden--both Republicans--favored the lease. The legislatures of 1870-71 proceeded to appoint a new set of directors which violated the State Constitution of 1868 "which had given the governor power to appoint all public officers." This seizure of power by the legislature was voided by the "Supreme Court of North Carolina early in 1872 in the case of Clark vs. Stanley..." (C. K. Brown)

"Events between 1871 and 1895 resulted in the Southern railway becoming the dominant carrier in the Piedmont and with the completion of a paralleling railroad the NCRR was in no position to dictate terms when the lease expired. C. K. Brown writes; Accordingly on August 16, 1895, the directors leased the entire line to the Southern Railway Company for 99 years after January 1, 1896, at an annual rental of \$266,000 for the first 6 years and \$286,000 for the last 96 years, (now Norfolk Southern). The Southern Railway Company agreed to pay all taxes on the property and to allow the surrender of the tax exemption. All improvements made upon the property were stipulated to accrue to the North Carolina Railroad Company."

"Again there was great agitation over the lease." With the Populist party denouncing the lease as a bad business transaction, the price of the NCRR stock rose "from \$105 to \$130 per share since the execution of the lease." After D. L. Russell, a Populist, was elected governor, he attacked the lease and called it an "attempted sale." Subsequent court actions upheld the lease.

Stock Price Rise -- \$2,600 in Five Weeks

After the NCRR was leased to the Southern Railway, citizen efforts were directed into other areas. The railroad became the main north-south truck route of the Southern Railway system. The NCRR almost languished into obscurity until events in the 1980's started in motion steps to renew the NCRR lease with the Southern Railway.

With the lease expiring, NCRR stock prices began reflecting the speculation that benefits to the stockholders would increase when the lease was renegotiated. Moodys Transportation Manual for 1984 page 137 shows the yearly high price for the stock price per share as follows:

1980 -	\$175
1981 -	\$190
1982 -	\$260
1983 -	\$425
1984 -	\$760

McDaniel Lewis and Co. of Greensboro market makers for the stock reported the bid price as follows:

September 1985 - \$1,000
 October 23, 1985 - \$1,200
 November 27, 1985 - \$3,800
 highest price -
 August 1986 - \$5,500
 March 18, 1988 - \$ 31
 after 100/1 split,
 February 28, 1991 - \$ 21

At the 138th Annual Shareholders Meeting in Greensboro on July 10, 1986, the stockholders voted for a 100 to 1 stock split. In April 1986 the NCRR, before the split, had 541 stockholders on record. Shares of stock authorized and outstanding were 40,000 of which 30,002 shares were owned by the State of North Carolina. The largest private stockholder was Jefferson Pilot Co. with about 1900 shares. The number of stockholders in March 1988 had increased to approximately 900.

Performance Analyzed

This analysis reflects the 100/1 split of August 1985. The stock price since 1980, \$1.75 has risen to \$31 an increase of over 1700 percent. A person owning (1980 equals 323 shares) 32,300 value of \$57,000 became a millionaire in 1988. A person owning (1980 equals 182 shares; 1986, 18,200 shares) valued at \$31,850 became a millionaire in August 1986 when the stock reached its highest value. This value reflects a 3100 percent increase in value in six years.

This increase in stock value finally rewarded many stockholders whose return over the years had not kept pace with the increasing value of the company assets. These assets as shown on the NCRR balance sheet of November 9, 1987 were \$5,967.883 for a book value of \$1.50 per share.

The drop in value from \$55 per share in August 1986 to about \$35 per share in December 1986 was due to several factors.

1. Change in long term capital gains law.
2. An appraisal which better defined the value of assets.
3. The discount of the value of assets until an anticipated increased return from lease renegotiation in 1994 is realized.

Appraisal of Assets

On July 10, 1986 pursuant to the proposed stock split and in preparation for lease renewal renegotiation with the (Southern Railway) now Norfolk Southern Corp. the NCRR Co. had an appraisal of its assets made by Standard Research Consultants.

This appraisal was made under three premises of value. They are:

1. "Value of the railroad to the Southern Railway System, a subsidiary of Norfolk Southern Corp." \$125,000,000 or \$31.25 per share.

2. "Value of the railroad as a free standing enterprise" \$225,000,000 or \$56 per share.
3. "Cost of Replacement New, including right of way acquisition costs, provided to us by the North Carolina Dept. of Transportation" \$512,000,000 or \$128 per share.

This appraisal covers transportation properties only. It does not include abandoned tracks and real estate in several cities and investment properties.

These investment properties include five blocks of downtown Charlotte that have skyscrapers either completed or under construction. These five blocks formerly housed the old freight depot which burned in June 1954. This property is bounded, roughly, on the north by East Fourth Street, on the east by South Brevard Street, on the south by East Second Street, and on the west by South College Street. The NCRR also owns property in Alamance County. At one time these pieces of property consisted of about 2200 parcels. A number of these have since been disposed of.

Included in the appraisal is the State University Railroad which is 46 percent owned by the NCRR Co. in Chapel Hill, N. C.

On August 7, 1987 directors of the NCRR Co. and the Atlantic and North Carolina Railroad Co. authorized their respective executive committees to continue merger discussions.

The Atlantic and North Carolina Railroads preliminary appraisal is as follows:

1. "Value to Norfolk Southern - \$10,000,000."
2. "Value as an operating railroad - \$13,600,000."
3. Replacement Cost - \$125,600,000.

The non operating properties have a value of \$2,500,000. These talks led to the merger of the two state controlled railroads on August 14, 1989.

An NCRR press release dated August 7, 1987 give the following information:

"The North Carolina Railroad consists of 221 miles of track from Charlotte to Greensboro, Durham, Raleigh and Goldsboro of which the 94 miles between Charlotte and Greensboro are a heavy density segment of Norfolk-Southern's main north-south route. The Atlantic and North Carolina Railroad owns the 97 miles from Goldsboro to Newbern and the N. C. State Port at Morehead City."

The 150-year-old dream of a state-owned railroad from the Piedmont to the Atlantic Ocean was realized when the merger was completed in 1989.

The final history of the NCRR is yet to be written. The outcome of the lease renegotiation, at this time, is pure conjecture.

Whether the State Government will buy out the private stockholders has not been answered. The increased need for state revenues could result in the state buying out the private stockholders. The state would then be free to sell the company at a very large profit.

It is the writers opinion that this move would be unethical. It would be resisted by the private stockholders.

The price of the stock; \$22 on Jan 2, 1992, has increased to \$34 per share in September 1992.



A Review of Lake Norman Land Use Plan After Thirty-four Years

The greatest change of the Twentieth Century for the four county area which makes up the Lake Norman area of Catawba, Lincoln, Iredell and Mecklenburg counties started to occur in mid-century 1957. The change began when Duke Power Company announced that they would build a dam across the Catawba River at Cowans Ford, southwest of Cornelius, N. C.

Several factors caused the need for this dam and the same factors also determined the size of the new lake. The projected size of the lake was about 33,000 acres with about 750 miles of shoreline.

The primary factor used to determine the size of the lake was the need for the generation of electricity. Most of the electricity at this time was provided by the use of conventional fossil fueled steam generators. The need for additional electricity in the growing Piedmont areas of the Carolinas was constantly accelerating in an upward spiral. The need to meet the peak demand for electricity, the top 5 percent of requirements, was a very real problem that was difficult, if not impossible, to meet with steam generators since the interval of time needed to start a steam generator and generate electricity was too long. The peak period of demand would have passed before the electricity could be generated and placed on line.

The only way to meet this peak demand for electricity was to use the oldest power source available--falling water to turn the turbine for generation. Most of the fall of the Catawba River had been used in the dams for Lake James, Lake Hickory, Mountain Island, Wylie, Wateree, and Marion. The only place available to construct a new dam or dams was between Lake Hickory and Mountain Island. The peak power demand dictated that the maximum fall of the river be used. This fall dictated the height of the dam so that the required acre feet of water could be impounded.

Since the maximum river fall was needed, this placed the dam location down the river and near the Mountain Island Lake.

The amount of water needed, or acre feet--the amount of the water that covers one acre to a depth of one foot--required that most of the watershed area of Burton Creek, Lucky Creek, Little Creek, Mountain Creek, Gamble Creek, Knox Creek, Davidson Creek (sometimes called Cathey's Creek), Rocky Creek, Hicks Creek and Holdsclaw Creek be included within the proposed reservoir.

At this point, practical construction factors started to operate. The banks of the Catawba River needed to be high enough on each side of the river at the dam to enclose the impounded water. To minimize construction costs, the shorter the length of the dam, the less the construction cost of building the dam. These conditions were met at Cowan's Ford.

Separate construction, about three miles northeast of the dam, was required west of N. C. Highway No. 73, in Mecklenburg County. A dike approximately fifteen hundred feet long, had to be constructed to keep the lake waters from flowing into the McDowell Creek basin.

If water had flowed into the McDowell Creek basin, this would have been a diversion of water and prevented Lake Norman from being used at capacity.

The critical point for release of water from the dams is Lake Norman. Lake Norman has the largest reservoir of the system; whereas; Mountain Island--the next reservoir down river from Norman--is one of the smallest. Care has been exercised so as not to flood the Mountain Island reservoir when water is released at Norman.

Cowan's Ford was one of several fords (crossings, fjords) of the Catawba River. This ford, located just below the present dam, was historically important to this area since it was the site of a Revolutionary war battle or skirmish. British troops under the command of Lord Cornwallis on February 1, 1781 crossed the river at dawn. The river crossing was opposed by the Colonial Militia, under the command of General William Lee Davidson, whose home was on Davidson Creek in Iredell County. General Davidson was killed in the fire fight at the crossing and the local militia was scattered. The battle delayed the British long enough for the patriot forces to escape and regroup for the battle of Guilford Courthouse in Greensboro, N. C.

In order to construct a dam and lake, certain regulatory requirements must be met. These requirements were that public hearings be held to inform people affected by the proposed lake what was taking place and when it would take place. These meetings also provided a forum where opposition to the proposal could be voiced and whereby local citizens could provide input or changes to the proposal.

These steps were necessary for Duke Power Co. to receive a project license prior to the start of construction.

Lake Norman was to be named for Mr. Norman Cocke, the Chief Executive Officer for Duke Power Company.

One of these public meetings was held in the Davidson Town Hall, circa 1957. The writer obtained a copy of one of the maps used in this meeting. This map shows the projected land use around Lake Norman as the lake was to be named. This map is the oldest land use map in the four county area.

This map, Figure 17, called "General Development Plan Lake Norman" was presented to the public by Mr. Chuck Davis; Traffic and Planning Associate; P. O. Box 1691; Hickory, N. C.

This map is shown adjoining this article.

Eight categories of development are shown around the Lake. They are: Resort Residential, Urban Residential and Agricultural Residential; Access Areas, Commercial access Areas; Commercial; Industrial; and Flood Plains. This map shows thoroughfares both major and minor.

Also shown on this map are future locations of steam generating plants and the very general location of railroads to serve these plants.

In retrospect, development which started slowly after the lake filled with

water, generally followed the land use shown on the map at the right.

After this slow start development, especially residential lake front, property began growing much faster. One factor guiding this growth was the land use plan. Duke Power Company owned much of the property, therefore, growth as envisioned by the plan was made easier.

We need to explore some of the factors that influenced Lake Development.

County and municipal land use, zoning and subdivision plans were practically non-existent when the lake was built. Only recently have these governmental bodies started exercising their powers. The Town of Davidson Zoning and Subdivision Ordinance was established Oct. 28, 1976, whereas, ordinances for the Town of Cornelius were established about 1977. Initially, Iredell County established preliminary zoning on land draining into Lake Norman for the purpose of keeping the lake water clean and pure. Some units, in Lincoln County for example, have yet to exercise their land use authority.

Early land use plans around the lake had as one of their primary objectives, keeping the water pure.

One factor used in securing approval to construct the lake was the recreational use of the lake. There is no question that the lake provides widespread recreational use--especially to the waterfront land owners.

In retrospect, one shortcoming of the land use plan of thirty-four years ago, was the lack of lakefront parks. Additional lake front parks would have enabled a much larger population to enjoy use of the lake. Duke Power Co. donated the land for a North Carolina State Park named the Duke Power State Park. This waterfront park is located about seven miles southwest of Troutman, N. C. in Iredell County.

Mecklenburg County has recently completed plans for two waterfront parks by purchasing land from Crescent Resources, Inc., formerly Crescent Land and Timber Co., a subsidiary of Duke Power. One of these parks is located on Brown's Cove, the other is located off Jetton Road. Both parks are located west of NC Highway No. 73 southwest of Cornelius, N. C.

The question of public parks for Lincoln and Catawba Counties may now be academic. Land costs, especially lake front property are such that the costs may be prohibitive. If a park for these counties is to be built, each day these parks are delayed, shoreline construction and general development increase the costs of a park. A concerted, unified and well financed effort in those counties will be necessary if a public park for these counties is built. Since this four county area does not have a state park, effort needs to be directed toward this source to serve the most populous area of the state.

As the population of these counties increase, and if land for recreational uses remains about the same, then pressure will be brought to bear upon the governing authorities for land to be used for recreation. Lakefront property and adjoining land would offer more diverse recreational opportunities.

Unforeseen pressures caused changes in the land use plan. The biggest change occurred in Northwest Mecklenburg county on the Jetton Road Peninsula. Land on this peninsula planned for use as a steam generating site has been changed. The new use for this land is for The Peninsula Golf Course Community and Jetton Park.

A factor causing this change was growth in North Mecklenburg where the growth in residential building permits was at an annual rate of 17 percent for the period 1-1-89 through 6-30-90. Residential growth would have been adjoining industrial property. It would have been a small industrial island surrounded by residential use. Since residential use as a golf course community was more profitable, this made land use for a power plant unsuitable. Crescent Resources, Inc. proposed a change in land use from industrial to residential use. This change was approved by the Charlotte-Mecklenburg Planning Commission and the Mecklenburg County Commission. Part of the land was rezoned for commercial use at the intersection of Hwy. No. 73 and Jetton Road

Several problems, yet to be solved, concerning the Lake development involve inter-county cooperation. The question of maintaining pure water in the lake is foremost.

Waste water treatment for most of the Lake Norman watershed area is provided primarily by private treatment systems and in several places by package treatment plants. These systems usually have a useful life of about 20 to 25 years. In many areas, initial construction of private waste water systems upon a lot were placed without any thought given to the location of the relieving waste water system.

Some areas in Mecklenburg County are now being served by the Charlotte-Mecklenburg Utility Department waste water treatment plant on McDowell Creek--a step in the right direction. Recently, residents of the eastern part of Lincoln County, especially, in the Westport area, prevailed upon governmental authorities to start planning a waste water treatment facility which would supplement an existing water system. Some planning also involves Catawba County. Preliminary planning is taking place in Iredell County.

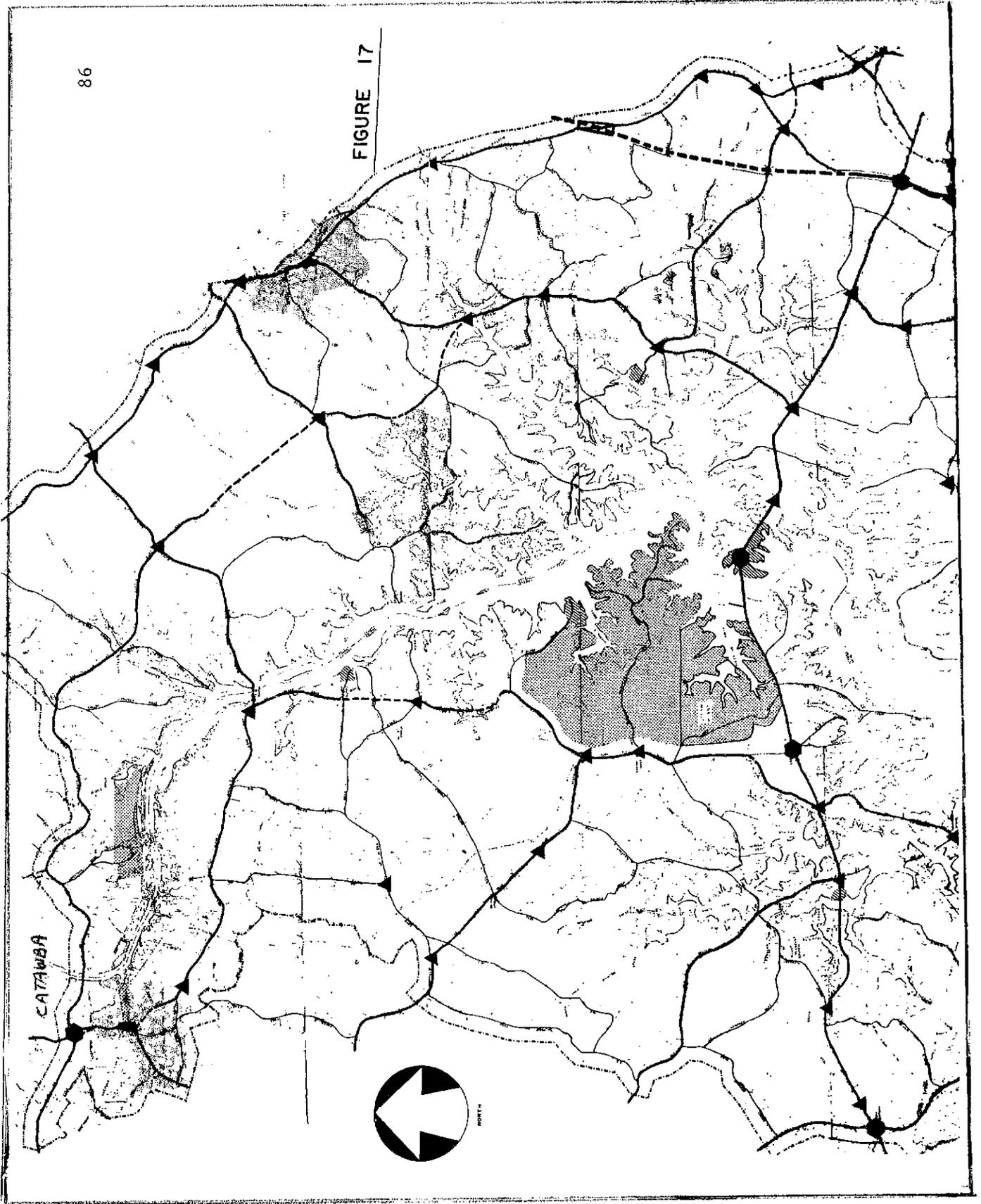
Recently regional planning has started for this four county area. Some plans, especially transportation, require inter-county co-operation.

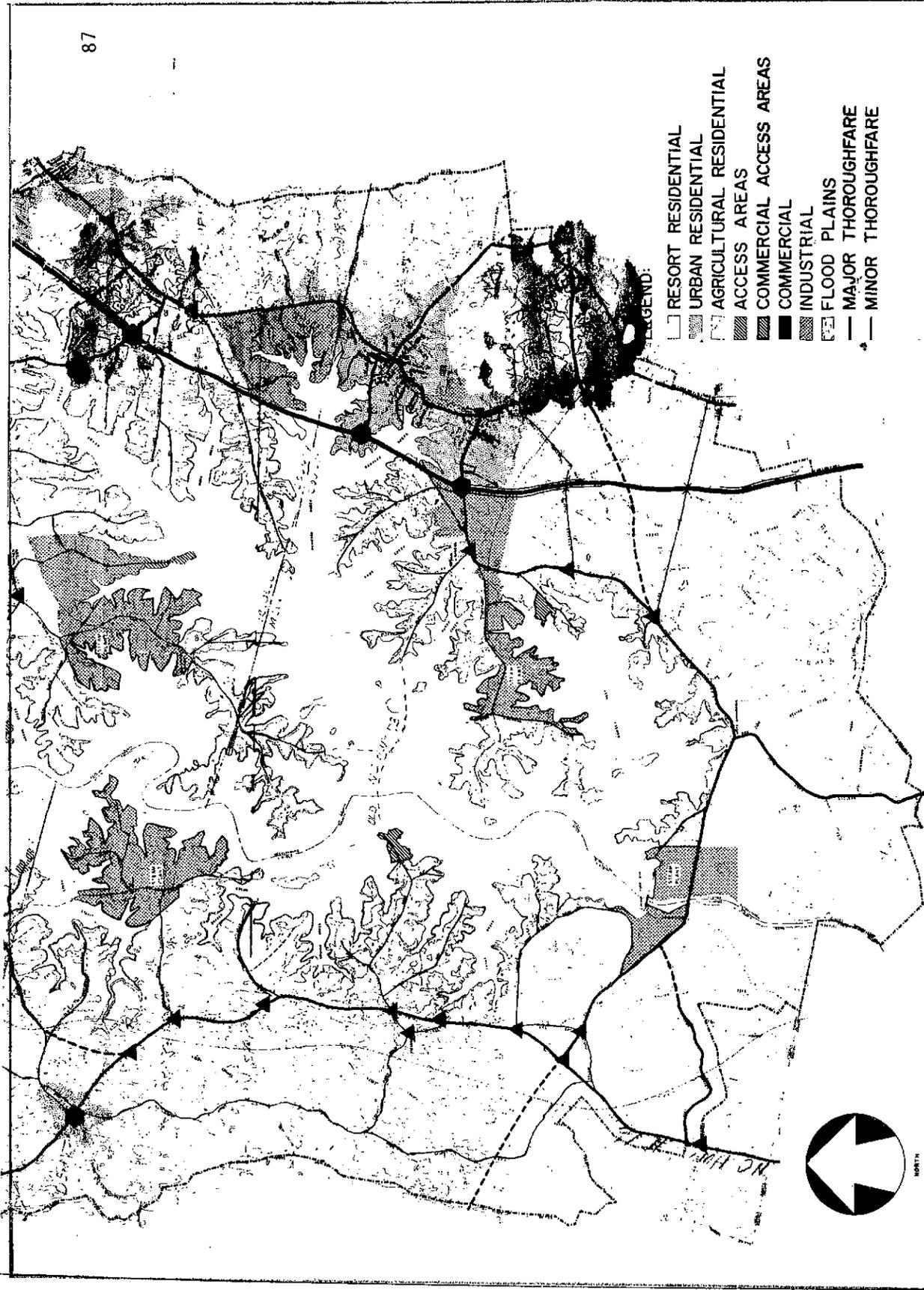
Since much of the lake development in one county has a direct or indirect effect on the other three counties regional co-operation is required.

From the viewpoint of using the 1957 Duke Power Co. Land Use Map as a pattern and guide for development, very few changes have been made in the plan. These plans put in motion thirty-four years ago have served us well.

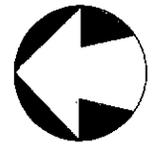
The time to review these plans from a regional viewpoint has arrived. A new look at future needs and requirements could show the need for changes that will better serve the needs of this and future generations of people.

FIGURE 17





- LEGEND:
- RESORT RESIDENTIAL
 - ▤ URBAN RESIDENTIAL
 - ▥ AGRICULTURAL RESIDENTIAL
 - ▧ ACCESS AREAS
 - ▨ COMMERCIAL ACCESS AREAS
 - COMMERCIAL
 - ▩ INDUSTRIAL
 - FLOOD PLAINS
 - MAJOR THOROUGHFARE
 - MINOR THOROUGHFARE



GENERAL DEVELOPMENT PLAN LAKE NORMAN

Copy of original map for Lake Norman. (Dark blotches on lower right were stains on map.)

FIGURE 17

Adam Sherrill - Piedmont Pioneer; and Physical Description of Sherrill's Ford

Early settlers of Piedmont North Carolina, pushing south from Virginia, met natural barriers, such as rivers. Sometimes these natural barriers or physical barriers had other barriers such as hostile Indians on the far side of the river. The Catawba River was one of these obstacles to the southward movement of settlers seeking not only adventure, but also, the prime land and hunting areas.

Perhaps the biblical symbolism of Adam being the first man or the first of many, indicated that Adam Sherrill was to be the first of many settlers west of the Catawba River. Mary Davis Sherrill of Denton, Texas gives the genealogy of the Sherrill settlers as follows:

The Sherrills left Pennsylvania and settled in Virginia. (1) (In his History of Catawba County, P. 1, Charles J. Preslar, Jr. (2) gives the place as Augusta County, Va.) Adam's father was William.

The physical description of the ford, as related by Elliot Sherrill, of Sherrill's Ford, N.C., reveals that the crossing was made where two islands split the river into three channels. The larger island was on the east side. The crossing was made just north or above the shoals of a sandy river bottom. The channel widths at the island crossings, from west to east, were about 30, 60 and 150 feet. (3)

The road on the eastern approach to the ford came around the south side of a hill. On the western approach the road crossed bottom land for about a quarter of a mile before it started up a hill.

At the top of this hill is the place where Adam built his home. This location gave him a panoramic view of the area and the ford. This was very important since the Cherokee Indians who claimed the land, were hostile.

The homesite was off present day Molly's Backbone Road on Azalea Road. The standard home of the day was a log cabin, erected by the settlers. This log cabin and others erected probably had a special feature; they could also be used as a fort as protection from the Indians. Land surrounding the cabins was cleared. This prevented surprise by the Indians and opened up fields of fire when the attacks occurred. Many early log homes were enclosed by a log stockade fort.

The writer of this article is aware of the story and picture about the Sherrill House which appeared in "The Newton Conover Observer" in June 1952. This house, purported to have been built, by slaves about 1752, or about five years after Adam first settled west of the Catawba River was a two story house with a full basement, and a center hallway, and three windows across the second story, and a fireplace on each end of the rectangular house, plastered walls. It is the considered opinion of this writer that this house was built circa 1800-1815 (2).

Two years later, in 1749, John Beatty crossed the Catawba River about eight miles south at Beatties Ford.

Among the early pioneers who settled near the Sherrill clan were the families of Beatty, Clark, Cloninger, Drum, Farr, Gabriel, Gilleland, Harwell, Holdsclaw, Lineberger, Litten, Lytle-now know as Little, Robinson, Ward, Waggoner and Wilson.

According to a marker on the highway in Sherrill's Ford, Adam Sherrill did not travel alone. The marker is inscribed:

"This boulder commemorates the crossing of the Catawba River by Adam Sherrill the pioneer with his eight sons and others in 1747 at the ford which bears his name.

Erected by his descendants Aug. 2, 1929."

Genealogists are still trying to identify the members of Adams' party. Since some of the information published in August 1991 in The Mooresville Tribune and The Mecklenburg Gazette had disputed information regarding the identity of Adam's sons, this list of his family members is not included in this article.

"Others" mentioned on the marker have interesting histories.

Preslar indicates that Henry Weidner (Whitner) could have crossed the river about the same time. Local tradition indicates that one of the "others" was the Robinson family.

Wanda L. Clark in her book, the Catawba County, North Carolina Pioneer Family of James Robinson, Jr. and his wife Catherine Sherrill. states, "Among the earliest of the pioneer families to move into what is now Catawba County, North Carolina, were the Robinsons. At least two Robinson men came at the same time and probably with Adam Sherrill Sr. and his brother William Sherrill, Jr." (3)

Since churches were usually organized several years after the area was settled, the earliest cemeteries were private cemeteries. This was true of the Sherrill clan, where the cemetery was located south of Adam's cabin. The Sherrill cemetery is about half a mile north of N.C. Highway 150 bridge and about 500 feet north of channel marker 19 on a hill. The cemetery was an estimated dimension of 125 feet on each side has numerous graves. Slaves were buried on the south side of the cemetery. The last person buried in the cemetery was Ira Sherrill in 1890 or 1891.

A PERSONAL ASIDE

On Aug. 5, 1991, a small group of people, most of whom were descendants of William Sherrill visited the cemetery under the leadership of local genealogist, Kenneth Caldwell of Davidson. I was invited to accompany the group. After exploring the cemetery all of us walked about 150 feet south of the cemetery to the shoreline in order to establish the cemetery location in relation to the highway.

On the way back to the cemetery I noticed a wedge rock or stone that did

not appear to be in harmony with the area. I explained to the group, in my opinion, that the rock had been moved and formerly had been used as an "upping block" to assist riders into their saddles.

One person went over to the rock and explained "this rock has writing on it."

Closer examination, using shaving foam to bring out the details, revealed two dates, 1775 on one side and 1809 on the other. Several letters were also carved into the rock.

What is the significance of the stone, the dates, and the letters?

The location of the stone or rock, away from the cemetery, and the northeast-southwest facing of it probably rule it out as a tombstone. Its configuration suggests it was not the cornerstone of a building. If the stone was of the "Johnny Loves Mary" type, the heart-shaped emblem is missing. The letters and figures could have been done for no better reason than the bored inscriber had nothing better to do.

In any event, the inscriber, using tools of the period, did some hard work.

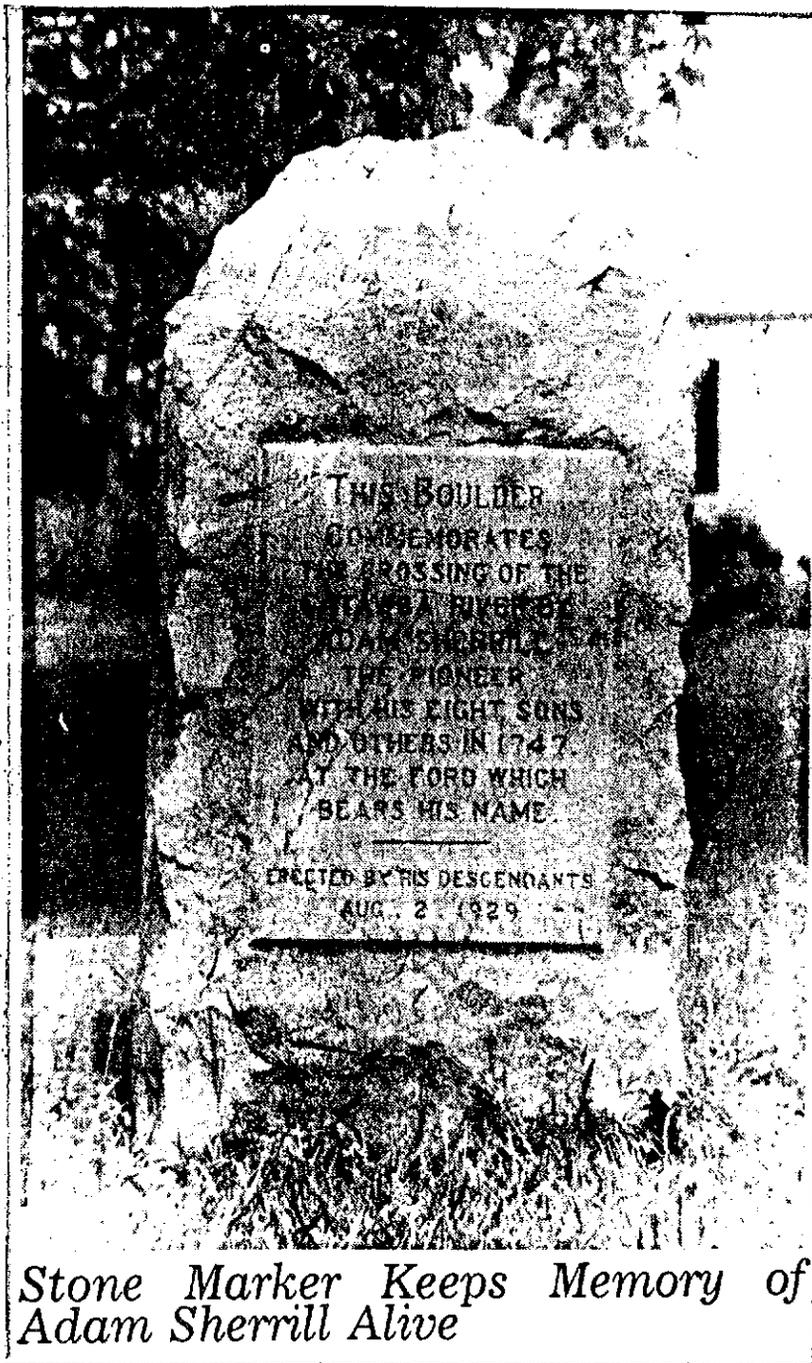
I want to believe it was an "upping block" upon which somebody inscribed a message that he wished to remember--and that he wanted those coming after him to see.

In this way, this generation is forever linked to Adam Sherrill's--as, indeed, to the original Adam's and all others--for all time.

For a number of years prior to bridges spanning the river, people and horse-drawn vehicles used the Sherrill Ferry at the eastern end of Island Point Road, just northeast of the Sherrill cemetery. The eastern end was approximately the same as Waddell Drive, to a point just north of the marina. The ferryboat, which was about three fourths of a mile north of the N. C. Highway 150 bridge, sank in the flood of 1916. It was not rebuilt and used after the flood.

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3. Elliott Sherrill, Sherrills Ford, N. C.
4. Sherrill House; "Newton-Conover Observer June 16, 1952, Volume 19 and 20.
5. The Catawba County, North Carolina Pioneer Family of James Robinson, Jr. and his wife Catherine Sherrill, Wanda L. Clark; 1304 E. Miami; McAlester Oklahoma 7 4501-6746 1992; Page 1.25





What in the world? The author believes this rock may be an "upping stone," used to help people mount and dismount horses. Shaving cream was used to bring out the initials and date carved into the rock. 1809 is carved into the rock's other side. *photo by Ed Matthews*

The Story of "Deep Well", (Mooresville) N. C.

An earlier article described old roads as "ridge roads" and that villages developed where ridges or roads crossed. Deep Well, north of Mooresville, followed this pattern.

The village that developed where today's N. C. 150 and N. C. 152 intersect just east of Mooresville was Deep Well, N. C. These two highways, originally trading paths and then wagon roads, formed an X. Roads at the crossing of the X merged for a distance of about 600 feet before they split and continued their east-west direction.

On the site of this intersection, at the present location of Carrigan Farms, was the small village of Deep Well: As was customary with these small, rural, villages, they had a general merchandise store which met the needs of the surrounding area for food and staples such as sugar, salt, dry goods, and other items that could not be produced on the farm.

The Hargrove Store

A store was built at Deep Well by J. C. Hargrove. It probably was a second-generation business since it was in operation during the 1850s.

Mrs. Elizabeth Linker Carrigan, born in 1900, lives in the historic home built by merchant John F. Hargraves (different spelling, same family) on what now is the Carrigan Farm. The Hargraves store was in "the front yard of the residence." The store was moved about 300 feet from the road and used as a farm building. It was later sold and moved to the mountains to build a log cabin. The Deep Well Post Office was in the Hargraves store.

Mrs. Carrigan relates that a unique feature of the village was a rock quarry about 1,500 feet northeast of her home.

Description of Well

The story of Deep Well can best be told by a person who grew up and is still living in the area. John B. Carrigan was born in 1906 on the Carrigan Farm.

"The village of Deep Well was named for the deep well on the Carrigan Farm," he said. "The well had a diameter of about 30 inches. The circular walls were lined with rock. The well depth was 37 feet to bedrock. This well could still be used to provide water today."

The well Mr. Carrigan described is typical of a dug well. The wells, usually dug by slaves, had diameters between 50 and 60 inches and depths to where veins of water were found on or near bedrock. Spoil dirt from the well was lifted to the surface in buckets attached to a windlass mounted on a tri-pod.

After the well was dug, it was lined with stones weighing five to 50 pounds. The void or open space between the exterior stone wall and the dirt wall was then filled with dirt. Any forces exerted on the well, trying to crush or push the well together would have to crush a cylinder, a difficult task.

Among John Carrigan's memories of the well:

"The first time I went into the well was in the 1920s. I put a watermelon in the well bucket and lowered it to keep it cool. The watermelon floated out of the bucket, and I had to go down and get it out for fear it would rot and pollute the well.

"The second and third times I went into the well was to clean out sand that clogged the vein where water flowed from the rock."

A present-day unique feature of the well is the well box used to keep out anything that would contaminate the water.

Instead of a well box made of lumber, this one is a 36-inch long cut from a 51-inch diameter hollow oak felled by Hurricane Hugo in 1989.. The hollow section made a perfect well box.

The wood lid covering the opening into the well was weighted down with a heavy four-inch by four-inch steel mesh mat. The diameter of the mesh wire was about one-half inch. This probably was a piece of mat used in the rock quarry to keep the stone from flying through the air when blasting. It was also used as a crusher screen.

John B. Carrigan describes the former village of Deep Well in the 20th century. "The Oak Ridge School was on John Carrigan's property. Cora Bell, a teacher, boarded with Will Carrigan, the father of John B. Carrigan. Cora lived in Mt. Mourne. When I was six years old I went home with Cora and spent the weekend with her.

Linwood school was at Eddie Teeter's Place. The school on Centenary was about one mile east of the Iredell-Rowan county line on the north side of N.C. Highway 150.

The Lipe school was located on Hwy 152 about 1 mile east of Prospect Presbyterian Church. This frame school operated until about the time of World War II, at 'Red' Christie's store site. One teacher was Mrs. Lore McLaughlin Kerr.

About one thousand feet southwest of Deep Well on the David Wilson Lowrance property was another well that had the name cold water well."

The Carrigan Farms owned and operated by Doug Carrigan is a complete diversified farm producing fruits, vegetables and horticultural products such as poinsettias. This farm is known to hundreds of school children who take field trips to see the farm. My two small grand daughters, Whitney and Brooke Arnold described the farm as the "Pumpkin Farm".

According to L. C. Johnston and P. H. Perkinson in their book North Carolina Post Office Catalog, the post office of Deep Well, N. C. was established in Iredell County, North Carolina on March 3, 1842. This post office was discontinued Dec. 6, 1866

Other U. S. post offices in operation in this area during this period of time were Mt. Mourne, 1805, and Coddle Creek, 1837-1904. Coddle Creek was closed from 7-1838 until 10-1852, and 12-1866 to 7-1888 (ibid catalog). In his book, Iredell Piedmont County, Homer M. Keever, P-177 lists a Spring Grove Post Office in the Coddle Creek area. Since the catalog does not list the Spring Grove office Keever's description follows:

"Near the Rowan county line in the Coddle Creek section were two prominent ante-bellam post offices - Spring Grove and Deep Well. Spring Grove was established in 1818 along the lower Salisbury Beatties Ford Road, with William Hargraves as postmaster, and although it was shifted across the line into Rowan county it remained in the general section until it was discontinued in 1833. Deep Well was later. It was established in 1842, with James Smith as postmaster. During most of its existence, it was in the hands of Hugh Gray. Like Fallston it was discontinued in 1866, during the troubles of the Reconstruction era.

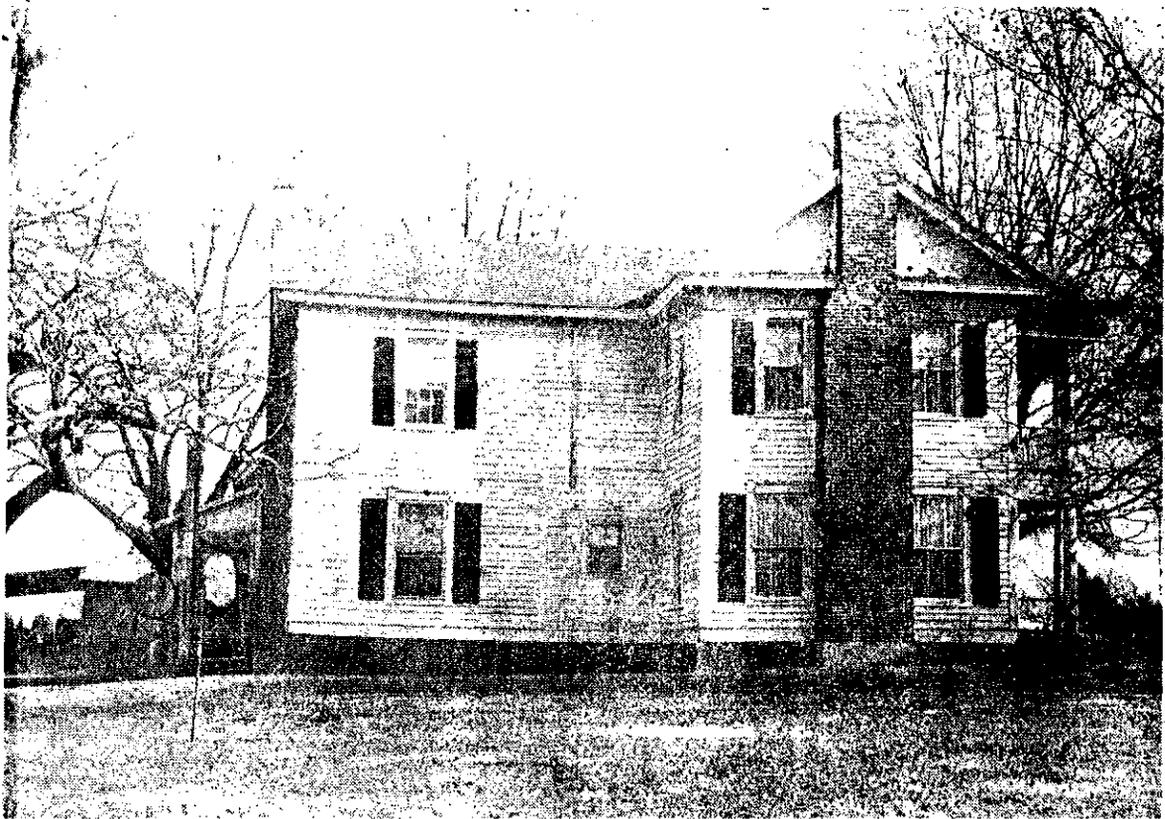
Deep Well was farther north on the Rowan line and during Civil War times it was the post office for those who lived about the present day Mooresville, and as Troutmans' took the place of Fallston, it is likely that Mooresville, established in 1871, took the place of Deep Well.

The N. C. Post-Office Catalog doesn't list the Spring Grove Office. The probability exists that the Spring Grove Office was in about the same location as Coddle Creek with Spring Grove being the earlier name for Coddle Creek. The possibility also exists that the information for Spring Grove was not available to the catalog. The opening of the Mooresville Post Office indicated a shift in the commercial center of the area, a distance of about two miles. The big advantage of this shift was better access to the railroad which had recently been re-opened.

This Deep Well, N. C. Post Office was the post office used by Mrs. Margaret Brawley Lipe who lived on Linwood Road to write to her husband, Pvt. Joseph S. Lipe. This tragic Civil War story about the Lipe Family, using these unpublished letters between Margaret and Joseph, was published in a book in 1993 "Civil War Tragedy - The Lipe Family", by the writer of this article.

Bibliography

Mrs. Elizabeth Linker Carrigan, RFD, Mooresville, N. C.
Mr. John B. Carrigan, RFD, Mooresville, N. C.
North Carolina Post Office Catalog
Iredell Piedmont County, Homer M. Keever, p. 177.



The Carrigan homeplace is the site of an old well that was the namesake of "Deep Well." The house was built during the Civil War. The Carrigan family in recent years cleaned out the well and built a new well-house above the well on the existing foundation. (photo by Chris Nesmith)



The well that is the namesake of "Deep Well" (Mooresville) is located on the Carrigan property just outside the city limits. The Carrigan family built the present well-house on the existing foundation. A hollow oak trunk serves as the well box. (photo by Chris Nesmith)

North Mecklenburg County Postal Service

Perhaps the oldest postal service in North Mecklenburg was from the Charlotte post office established 1 July 1795 with Edward Wayne as postmaster.

North Mecklenburg has had sixteen post offices. The first, Sloansville, was opened 21 February 1820. The probable location for this office was the junction of Ramah Church Road and N. C. Highway 73 east of Davidson. Sloansville was discontinued 27 May 1837. Since the Davidson College office opened 19 July 1837, these dates probably indicate a planned relocation.

Service was furnished from Wilson's Store for a total of three days. January 24-27, 1827. William L. Wilson was postmaster. The Wilson Store office was moved to Hopewell on 27 January 1827 where the N. C. Postal History Newsletter names William J. Wilson as the postmaster. The name Wm. L. and Wm. J. are probably the result of a typographical error. This was probably the same person.

NOTE: The writer believes the Wilson Store location was in the vicinity of Long Creek School.

This Hopewell office remained in service until it was discontinued 30 April 1902, when the mail was posted to Huntersville. This Hopewell office was probably located on Beatties Ford road near Hopewell Presbyterian Church and near the entrance to Latta Plantation.

Davidson College was established 19 July 1837 with James Johnston as the postmaster. On 7 May 1891 the office name was changed to Davidson, N. C.

The next office to open in chronological order was Cowans Ford on 12 June 1844. This office was probably located at the Cowan's Ford Catawba River crossing or in the Gilead A.R.P. Church area. The writer's opinion from his knowledge of the area is that the location was near the church. Richard F. Blythe was the postmaster.

On 25 April 1856 the Craighead office was opened with David O. McRaven as postmaster. On 14 February 1873 this name was changed to Huntersville, N. C. while Joseph N. Hunter was postmaster. Craighead was opened about the same time the A.T. and O. Railroad opened for business.

The writer believes the location of this office was in the vicinity of the Huntersville Railroad station.

Caldwell Station was a depot for the Atlantic, Tennessee and Ohio Railroad (A.T. & O. Railroad). On 9 June 1873 the Caldwell postoffice was opened with David M. Oehler as postmaster.

Caldwell was about midway between Cornelius and Huntersville. The office was probably south of Mayes Road near the Caldwell School. The Caldwell's office was changed to Caldwell on 17 January 1877.

Development occurred west of Davidson along the main east-west crossing of the Catawba River at Beatties Ford on Beatties Ford Road. This area today is in the Meck Neck area. The River View post office was opened 23 November 1877 with William R. Withers, Sr. as postmaster.

Local tradition locates this office where Beatties Ford Road north from Charlotte joined Beatties Ford Road west from Salisbury to cross the Catawba River. Other landmarks near this office location were the Red Hill School and the Connor-Johnston Black Slave Cemetery. The River View office was a satellite office of Davidson College office. This office was discontinued 30 November 1904.

Other offices nearby were Mayhew 4 August 1881 to 30 June 1905. Mt. Mourne opened 8 April 1805. To the west was the Beatties Ford, in Lincoln County, office 25 January 1839 to 15 December 1889. It reopened 22 January 1907 and closed permanently 31 December 1909. The Cowans Ford office 12 June 1844 was on the south side.

Mayhew and Mt. Mourne were both in the southern part of Iredell County. When the Mt. Mourne office was opened in 1805, its nearest neighbor was Alexandriana, in central Mecklenburg.

The Eastfield office on Eastfield Road was opened on 9 August 1880 with John R. Wallace as postmaster. This office was probably in the vicinity of present day Wallace Dairy.

The next office to open was Unity. Unity was probably located on Eastfield Road in the vicinity of Brown Road. Elmer A. Jordan was the postmaster when it opened 9 April 1891.

Some sources place the Sheva office opened 6 February 1892 as being about two miles south of the Iredell-Mecklenburg County line on formerly Beatties Ford Road, presently called Mayhew Road.

The writer believes this office was located west of present day River Road, formerly N. C. Highway No. 73 in the area now under Lake Norman, since its three postmasters were Mamie M. Wilson, Joseph P. Wilson, Joseph M. Wilson. This office was discontinued 2 January 1907 when its service came from Huntersville.

Minnie Barnhardt was the postmistress when the Minnie office opened 22 March 1898 on the Davidson-Concord Road (N. C. Highway No. 73) about one mile east of Ramah Church Road. Other postmasters of this office were: Marcus E. Caldwell and Mollie Cashion. This office was closed 5 February 1902 and service was transferred to Huntersville.

The last office to be opened in the North Mecklenburg area was Cornelius, N. C. on 17 November 1899 with Frank C. Sherrill as postmaster.

When the Gem Yarn Mill was built in the early 1890's the mail for Cornelius was picked up by Jake Dove, who made the daily trip to Caldwell's to bring the mail to Cornelius for distribution.

The Alexandriana office, probably located on Independence Hill, north of Croft was opened 1 July 1804 with William B. Alexander as postmaster. Since this office was located on the border or just south of the official North Mecklenburg area, the writer does not list this office as being in North Mecklenburg.

When Rural Free Delivery was implemented at the start of the twentieth century, consolidation of post offices took place. A total of forty-seven offices in Mecklenburg County were discontinued in 1902 and 1903.

North Mecklenburg Post Offices

Post Office	Date Opened	Date Closed
Sloansville	21 Feb. 1820	27 May 1837
Wilson Store	24 Jan. 1827	27 Jan. 1827
Hopewell	26 Feb. 1827	30 Apr. 1902
Davidson College	19 July 1837	7 May 1891
Davidson	7 May 1891	
Cowans Ford	12 June 1844	30 April 1902
Craighead	25 Apr. 1856	14 Feb. 1873
Huntersville	14 Feb. 1873	
Caldwell	9 June 1873	11 Jan. 1876
Caldwells	17 Jan. 1877	15 Feb. 1904
River View	22 Nov. 1877	30 Nov. 1904
Eastfield	9 Aug. 1880	30 Apr. 1902
Unity	9 Apr. 1891	30 Apr. 1902
Sheva	6 Feb. 1892	31 July 1903
Minnie	22 Mar. 1898	30 Apr. 1902
Cornelius	17 Nov. 1899	

North Mecklenburg Postmasters and Dates Appointed

Sloansville: James C. Sloan - 21 Feb. 1820 - Disc. 27 May 1837

Wilson Store: William L. Wilson - 24 Jan. 1827 - Chg. to Hopewell 27 Jan. 1827.

Hopewell: 26 Feb. 1827

William J. Wilson - 26 Feb. 1827

James Wilson - 29 Nov. 1833

George S. Shaw - 20 Jan. 1834.

Disc. 2 May 1836; Reest. 18 June 1836

P. J. Wilson - 18 June 1836

Marshall R. McCoy 21 Dec. 1843 - Disc. 11 Dec. 1866, Reest.

Robert Henderson, Jr. - 5 Aug. 1854

John M. Houston - 10 July 1868

Thomas Barnett - 18 Jan. 18??

Andrew M. Berry -----

John W. Sample - 7 Mar. 1882

Robert S. Barnett - 26 Oct. 1887.

Disc. 30 Apr. 1902 - P to Huntersville

Davidson College: 19 Jul. 1837

James Johnston - 19 Jul. 1837

John E. Still - 27 Dec. 1843

John B. Davis - 2 Apr. 1844
 Robert M. Robinson - 6 Sept. 1845
 Samuel M. Withers - 28 May 1845
 Alexander J. Donaldson - 12 Feb. 1850
 Jacob P. Smith - 14 Jan. 1851
 Samuel M. Withers - 11 Dec. 1851
 Pinckney Lowe - 5 June 1854
 Hanson P. Helper - 5 Aug. 1854
 Disc 6 Dec. 1866 - Reest. 10 June 1867
 Hanson P. Helper - 10 June 1867
 Thomas J. Allison - 3 Jan. 1870
 James Allison - 5 June 1874
 Martha J. Brady - 17 Aug. 1874
 H. A. Gillespie - 30 Oct. 1882
 James H. Gouger - 7 May 1893
 Lilly A. Frieze - 17 May 1887
 Chg. to Davidson - 7 May 1891

Davidson: 7 May 1891

Lilly A. Frieze - 7 May 1891
 Emory L. Wilson - 23 Dec. 1893
 Samuel H. Brady - 20 Nov. 1897
 Ervin A. Houston - 28 Aug. 1899
 Cloyd A. Potts 9 July 1910
 Manley W. Cranford - 25 Feb. 1915
 Joseph G. Gamble - 4 June 1924
 James F. Carter (Act.) - 9 Apr. 1925
 James L. Sloan - 18 Jan. 1926
 Louis Potts (Act.) 22 Aug. 1832.
 Samuel T. Stough (Act.) 5 Apr. 1833
 William B. Mayhew (Act.) 22 Feb. 1957
 John G. Fisher - 5 Apr. 1981
 Beverly M. Seal - 28 Feb. 1987 - 19 Sept. 1991
 Elaine Conner - 20 Sept. 1991

Cowans Ford - 12 June 1844

Richard F. Blythe - 12 June 1844
 Samuel Blythe - 10 June 1847
 R. B. Morrow - 28 May 1860
 Disc. 6 Dec. 1866, Reest. 21 Mar. 1870
 Sarah E. Rogers - 21 Mar. 1870
 William M. Hicks - 4 Dec. 1873
 Wesley M. Munday - 18 Nov. 1881
 Andrew J. Derr - 3 Sept. 1887
 Disc. 30 Apr. 1902; Posted to Huntersville

Craighead - 25 April 1856

David O. McRaven - 25 Apr. 1856
 Disc. 6 Dec. 1866, Reest. 18 Jan. 1870
 Rose Hunter - 18 Jan. 1870
 H. Alexander Hunter - 7 Mar. 1871
 Chg. to Huntersville 14 Feb. 1873

Huntersville:

Joseph N. Hunter - 14 Feb. 1873

John B. Nicholson - 10 Dec. 1884
 James F. Steele - 17 May 1889
 Samuel H. Youngblood - 13 July 1893
 Solomon L. Mullen - 29 Mar. 1922
 Otho G. Turbyfill - 23 Apr. 1914
 Sadie M. Mullen - 10 Jul. 1922
 Cicero B. Barnett (Act.) 1 Dec. 1932
 Thomas N. Kerns (Act.) - 15 June 1932
 Bonnie E. Henderson (Act.) 27 Jan. 1937
 William F. Auten (Act.) - 30 Dec. 1965
 William H. Ireland - 1988

Caldwell:

David M. Oehler 9 June 1873
 Chg. to Caldwells - 17 Jan. 1877

Caldwells:

Reubin H. W. Barker - 17 Jan. 1877
 David M. Oehler - 28 May 1877
 William A. Knox - 1 Oct. 1896
 Jacob A. Dove - 18 March 1898
 James A. Knox - 20 Dec. 1901

Disc. 15 Feb. 1904; - M to Huntersville
 River View:

William R. Withers, Sr. 27 Nov. 1877
 James I. Nixon - 15 Nov. 1881
 Sully A. Ballard - 31 July 1902
 Joseph P. Proctor - 6 May 1903
 Disc. 30 Nov. 1904; M to Davidson

Eastfield:

John W. Wallace - 9 Aug. 1880
 John R. Wallace - 15 Jan. 1883

Disc. 30 Apr. 1902, P to Huntersville
 Unity:

Elmer A. Jordan - 9 Apr. 1891

Disc. 30 Apr. 1902; P. to Huntersville
 Sheva:

Mamie M. Wilson - 6 Feb. 1892
 Joseph P. Wilson - 23 Jan. 1896
 Joseph M. Wilson - 31 Jan. 1901

Disc. 31 July 1903, P to Huntersville
 Minnie:

Minnie Barnhardt - 22 Mar. 1898
 Marcus E. Caldwell - 4 Jan. 1900
 Order Rescinded - 16 Mar. 1900
 Mollie 5 Feb. 1902

Disc. 30 Apr. 1902, P. to Huntersville
 Cornelius:

Frank C. Sherrill - 17 Nov. 1899
 Austin A. Torrence - 25 Nov. 1905
 D. Franklin Harwell - 11 July 1912
 John E. Baxter - 14 Dec. 1916

Walter S. Blakely - 17 Feb. 1920
Arney D. Cashion - 29 Sept. 1920
Hattie Beatty (Act.) - 17 Oct. 1922
George C. Sweet (Act.) 10 Apr. 1923
Gladys O. Howard - 1 July 1936
Keith R. Howard (Act.) 30 Nov. 1956
Fred G. Torrence (Act.) 1 Dec. 1967
Guy W. Sherwood - 14 Aug. 1971
Ann Cress
Andrew Donald Duskie - 18 Aug. 1988

Observations and Personal Opinion

Since Cornelius was the last office established in North Mecklenburg, its service area was small. As growth from Cornelius pushed outward and its city limits were extended this brought about a confusing situation that greatly hampered service to Cornelius residents and businesses since the area within the Cornelius city limits had either a Huntersville or Davidson postal address.

Local government officials, residents and businesses have been trying for years to get the U.S. Postal authorities to correct this situation. So far numerous studies have been made, but the authorities have yet (1993) to take the necessary action to remedy this degraded service.

The postal authorities were forced by a changing geographic condition to make a change in a Rural Free Delivery Route (RFD) No. 1 out of Davidson when Lake Norman was built.

Prior to Lake Norman attaining full pond, the rural mail carrier for Route No. 1 left Davidson and entered into Iredell County, thence back into Mecklenburg County, thence west on N. C. Highway No. 73 (formerly) across the Catawba River into Lincoln County, and from Lincoln County into Catawba County. This route served parts of four counties.

This condition caused my father who lived on Burton's Lane, near Governor's Island in Lincoln County to receive a tax bill each year from the tax office of Mecklenburg County. After all, he had a Davidson (Mecklenburg County) address.

A Personal Aside

During the depression of the 1930's, Charlie Armstrong, who lived in Denver, N. C. was the mail carrier for RFD No. 1, Davidson. Since Charlie left Denver and came to Davidson to pick up the mail so that it could be delivered, he had no mail on the trip from Denver to Davidson.

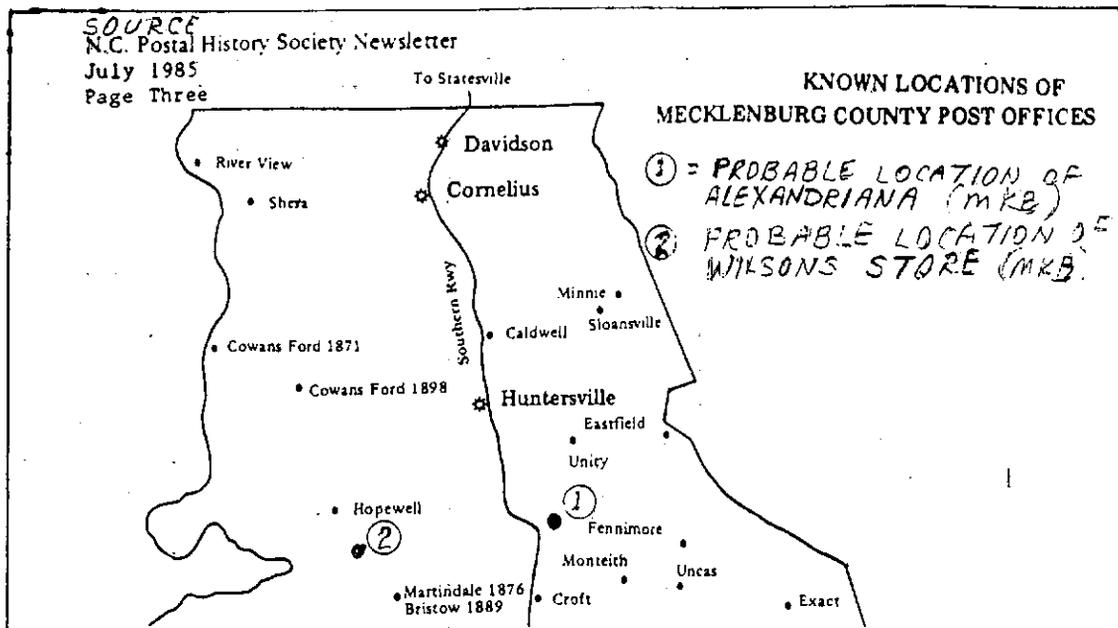
This enabled him to operate, in effect, a taxi service for residents of East Lincoln to Davidson. In the afternoon, after the mail had been distributed on the route and to the Denver office, which got its mail from Davidson, Charlie had no mail in his car on the trip home from Davidson to Denver. This enabled him to complete the return taxi trip from Davidson to East Lincoln County.

Charlie Armstrong, a free-hearted person, provided a valuable service to the residents of East Lincoln County. This service was free for people who could not afford to pay for the 8 to 9 hour taxi trip and layover.

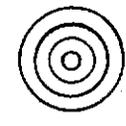
This free taxi service enabled the writer to visit his maternal grandparents Charlie Holmes Howard at least once each summer. Our family did not own a car.

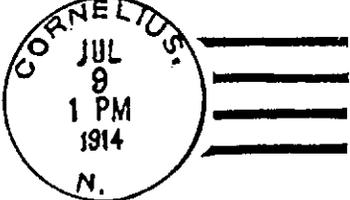
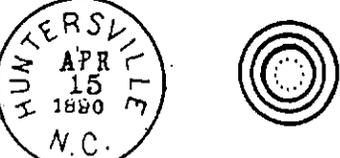
DATA: Courtesy of N. C. Postal History Society Newsletter dated July 1985, page 3, 298, 303.

NOTE: See map for locations.



CANCELLATIONS OF MECKLENBURG COUNTY, NORTH CAROLINA

Types	Markings	Sizes	Dates	Remarks
C1	 	27 mm CDS 19 mm Target	Oct. 30, 1890 Feb. 15, 1891	
C1	 	27 mm CDS 17 mm Target	June 17, 1895 Aug. 2, 1898	
C4	 	27 mm CDS	Oct. 21, 1890 Dec. 8, 1890	Duplex mount 2 mm spacing (off center) Cross road box
C1	<i>Martindale, N.C. 24 to June 1861</i> 		June 24, 1861	Straightline cancel (see MS section) 3 mm Italic letters

CANCELLATIONS OF MECKLENBURG COUNTY, NORTH CAROLINA				
Types	Markings	Sizes	Dates	Remarks
C1		26 mm	May 12, 1886	Only examples seen used as rec'd mark
C1		32 mm	July 9, 1914	Cancel has "C" omitted 4 bar cancel strip
C1		27 mm	Oct, 18(9-)	
C1		25 mm CDS	Oct. 30, (1875)	Star killer Heavily worn
C2		27 mm CDS 17 mm Target	Apr. 15, 1880	Violet ink
C1		31 mm	(?)	Red Ink P.O. established as "Davidson College" July 19, 1837
C11		28 mm CDS 19 mm Cork	Aug. 24, 1893	Duplex mount 7 mm spacing

Catawba Floodings Were Destructive

An old cliché states in essence "Nothing is certain except change." This thought applies to the Catawba River Valley in the Piedmont region of North Carolina.

For background information we need to know several causes that caused land erosion from row crops and the change in the valley that occurred in about three generations.

In an agrarian society families were usually large in size. This large size meant that more people were available to work the farm as a unit of production. These large families needed a cash crop, which was usually cotton, a row crop. Since the Catawba River Valley is hill country these row crops caused much erosion on the farms.

Another factor causing intense cultivation of the land was that the beginning of the Twentieth Century effectively ended the distribution of free land to settlers. This distribution of land from the public domain had been a safety valve for these large farm families, since land was free for the asking, and meeting certain conditions.

When the head of the large farm family died, and the farm was subdivided, the result was a farm too small to be economically productive causing intense cultivation. This erosion was less severe in Iredell County which at one time had the largest number of dairy farms in North Carolina.

When about 44 inches of rain falls upon row crops, such as corn and cotton, the result is erosion.

People now living on the shores of Lake Norman would have difficulty visualizing the Catawba River overflow its banks and rise to a height of forty feet above normal. This happened in August 1940, when a low pressure atmospheric disturbance dumped rain upon the area.

The Catawba River Bridge over N. C. Highway 73, before Lake Norman was build, was about 48 feet above the normal water level of the river. The water level of the river rose to within eight feet of the floor of the bridge.

A Personal Aside

As the river kept rising higher and higher, my brother and I decided we should check on cattle in the pasture. The check revealed that the cattle were on a small island, now separated from higher ground with about two feet of water between. We led the cattle to safety out of the swirling waters.

These floods were very destructive of crops. When corn was flooded by the water, the entire crop was lost since the corn would rot. Corn crops grown on bottom land or in the flood plain at elevations high enough not to be flooded by the river were also affected by the water run-off that produced flooding on these

small streams.

When the Lake Norman Dam was completed in 1961, this was the last dam built by Duke Power Company on the Catawba. This series of dams not only controlled flooding, but they also developed and harnessed the river for the generation of electrical power and recreational use.

The first two dams on the Catawba were built at Great Falls and below Rock Hill in South Carolina.

This series of eleven dams have effectively controlled the flooding on the Catawba. These dams and their effect upon the area have produced a change in the region that even James B. Duke, William States Lee and Bill Lee probably did not foresee.

Who Were The Sons of Cruelty?

Sometimes, I recall a miscellaneous fact or quotation that I cannot seem to reconcile its meaning from the fact itself. This very short story concerns such a fact.

Unity Presbyterian Church is located in the eastern part of Lincoln County. This is one of the oldest churches west of the Catawba River. Its roots go back to John Beatty, who settled at Beatties Ford, now Governor's Island, in 1749. In the church cemetery we find a tombstone with this inscription:

John McCall (McCaule) went to town and fell in with the 'Sons of Cruelty' and died of wounds received the next day, Nov. 10, 1801.

The question in the writer's mind is, who were the 'sons of cruelty'? This question remained unanswered until the writer posed the question to Ted Holland who works at Cashions Quick Stop No. 1 in Cornelius, N. C.

According to Ted, the definition that he remembers from someone living in Texas, the term 'sons of cruelty' meant that someone fell in with the wrong group of people-Ted's definition of the people.

"Falling prey to the 'sons of cruelty' means that they associated with a group of people who were drinking and gambling." A connotative meaning also indicates association with women of loose morals.

The writer believes that John McCall (McCaule) was the grandson of Parson Thomas McCaule. Parson McCaule was the first pastor of Centre Presbyterian Church of Mount Mourne, N. C. Parson McCaule was a member of the Rowan County Militia.

The Rowan County militia was engaged in several local Revolutionary War battles of this area. Some of them were the Battle of Ramseur's Mill in Lincolnton, N. C. and the Battle of Cowan's Ford in Mecklenburg County.

Thirty-three Revolutionary War soldiers are buried in the church cemetery. If thirty-three soldiers are buried in the cemetery, a person can only surmise how many moved and went west.

A Personal Aside

Not many people in this area realize that North Mecklenburg has a successful writer in their midst. This person is Ted Holland.

In 1989, Ted wrote the book, "B" Western Actors Encyclopedia published by McFarland and Company.

Ted is presently working on his second book, This Day In African American Music History. This book is to be published by Pomegrante Books in August 1993, of Petaluma, California.

Ted was born in Pinehurst, N. C. and now lives on Lake Norman.

Davidson Airport - Little Used, Long Forgotten

Little used and long forgotten is the airport once located in Davidson. This airport was in northwest Davidson north of and parallel to Armour Street. The western boundary was at the present location of the Taltronics Corp. Building. The eastern boundary was about five hundred feet west of the Norfolk-Southern Railway.

The western part of the airport occupied land that was formerly used by the Town of Davidson as a solid waste burial site.

This airport which dates from about 1946 was built by removing the scrub pines and stumps. The airport was in use until about 1952.

The runway was rough graded and seeded with grass. The term "airport" is used rather vaguely since the airport was used for aircraft to takeoff and land, but it had no facilities for shelter, supply and repair of planes. The length of the one east-west run-way was about 2,000 to 2,500 feet long.

This airport, also known as Cochrane Airport was built by the late Miller Cochrane. Miller, a pilot, was a Colonel in the U.S. Army Air Force. He was the son of Col. Franklin Cochrane, who was the professor of Military Science and Tactics of Davidson College, 1930-1936. After World War II, Miller came back home to Davidson.

During WWII, while stationed at Randolph Field in Texas, Miller's work involved pilot training. Several student pilot training manuals were written under his direction.

Several local people received their first flights at this field. Among them were Floyd Knox, George (Rabbit) Griffith, Jack Griffith, Jarvis Carter, Gene Carver, C. B. Hoke, Jr., and Brice Hoke.

According to C. B. Hoke, Jr., a local historian, he was working at Hoke Lumber Company in Davidson when an airplane buzzed the plant. Jr. recognized the plane as being his airplane. He rushed over to Cochrane Airport and his plane was gone. His thoughts were that someone had stolen his airplane. Soon the plane came into the airport and made a rough landing. Out of the airplane stepped his thirteen-year old brother, the late Brice Hoke. Jr. Hoke was so glad to see his brother, Brice, unharmed that the scolding was not severe. Brice had been taking flying lessons, but the age to get a pilot's license at that time was sixteen years.

Some of the airplanes that operated out of this field were Fairchild PT-19, (Army Air Force Primary Trainers), PT-26, Cubs, and a Cessna. Col. Miller Cochrane owned and operated a Steerman PT-17.

The airport was the scene of several airplane crashes. Luckily none of them were fatal or had serious injuries. The writer personally witnessed one crash, when a pilot, not familiar with the field, strayed to the north of the

runway, hit some rough land and the plane flipped over on its back. Robert (fire chief) Gurley also walked away from a forced landing at this airport from a Cub airplane he was flying.

Bob Gurley probably got his love for flying from his cousin, Walter E. Gurley. Walter, the son of W. A. and Inez R. Gurley, was born April 15, 1920. His marker is in the oldest section of Mimosa Cemetery on South Street in Davidson, which was first used about 1941. The marker inscription, "In memory of Walter E. Gurley, Aerial Navigator, 31st Bomber Squadron, Lost in the Battle of Midway, June 2, 1942."

A turkey farmer visited the field in an automobile as the person said "as mad as a wet setting hen." He was trying to find the owner of a yellow airplane that flew low over his turkey farm causing his turkeys to huddle so close together that many of them suffocated. The plane was not one of the local planes.

Another story relates that the Carver brothers, Jarvis and Gene used to fly between the spans and under the bridge on the old N.C. Highway 73 below Beatties Ford. This old section of the highway is now under Lake Norman. This is a plausible story. The writer, as a U.S. Army Aviation Cadet flying from Wilson and Bonfields Air Field in Chickasha, Oklahoma, class of 44-I, witnessed several similar incidents at a bridge spanning the Canadian River.

In the 1930-1960 period, airplane beacon lights were located about 20 to 25 miles apart in a Northeast Southwest line. These lights were triggered by a photo-electric cell to operate during night hours by flashing a powerful rotating light. The effect was about the same as a flashing lighthouse light. One of these lights was located about one mile due north of Davidson. Another one was located at Pilot Knob (Triangle) in Lincoln County. These lights were built to guide the pilots of mail planes before radio beacons were developed. All vestigages of the lights were removed in the 1960s.

In 1952 Col. Cochrane sold his business and relocated to Buxton, N. C. on the North Carolina Outer Banks near Cape Hatteras. He operated the Buxton Airport until his health failed. Then he moved to Nags Head, N. C.

When Miller sold out to go to Buxton, the writer purchased his slide rule.

The first airplane the writer ever touched was in Cornelius, N. C. when he was six years old in 1930. A plane landed just south of Catawba Road and west of Smith Circle on land presently being used as the community garden. This airplane remained there several days. For five dollars the pilot would give a person a ride over Cornelius and Davidson from this old Cornelius flying field.

Early Settlers-other than German and Scots-Irish

In the earlier article, we reviewed the settling of the Eastern third of Lincoln County by the Scotch-Irish. In this article, we will look at some other people who settled in this part of Lincoln County.

When King Charles I of England was beheaded in the middle of the 17th Century (1649), at the end of the English Revolution, events were set in motion that eventually led people to North Carolina. After the Loyalist supporters of King Charles I were defeated by forces under Oliver Cromwell many Loyalists were driven from England. Some migrated directly to North America, but most of these Loyalists fled to North Ireland (Ulster) where they settled among the Scotch.

These lowland Scotch had been driven from their homelands after the battle of Culloden, 16 April 1746. They became refugees after trying to keep their independence. The Scotch, usually allied themselves with continental forces from France, against the English during the One Hundred Years War. After Mary Queen of Scots was put to death by the English, this forced immigration accelerated. According to local sources two family groups from Yorkshire in England settled in Ireland among the Scotch-Irish. These family groups were the Howards and Brothertons who were Loyalists that had supported King Charles during The War of The Roses.

When the Scotch-Irish came to America, the Brothertons and Howards "travelled with" the Scotch-Irish to Pennsylvania. Using the Cumberland Valley these fellow settlers came to North Carolina.

North Ireland (ULSTER) was evidently a temporary haven or "mecca" for disposed and displaced refugees.

The writer has been unable to answer one question regarding the Howards and Brothertons. Loyalists were usually Roman Catholics. Information from the Parish of Brotherton in Yorkshire does not substantiate these families as being Roman Catholic. In fact, if they were Roman Catholic when they left England for Ireland, (ULSTER), one of the least desirable places they as Catholics could go would be to North Ireland, a Protestant center. The best information available indicates they were Cavaliers.

One source writing about the Brothertons, who were run out of Cork County near Clonakiltry Ireland during the 1920's Irish uprising, describes the sojourn of the Brothertons in Ireland: "We lived in that area for over 300 years, but never really belonged there." This source is from Private records in the Book of Common Prayer in possession of W. W. Brotherton, Teaneck, N. J.

Kevin Cherry, a Lincoln County (Triangle) native, formerly a Research Assistant in the North Carolina Collection at the University of North Carolina at Chapel Hill reports that Cherry was originally French meaning "Dear to the King". The Cherrys were French Huguenots (Protestants) who were run out of France by King Louis XIV circa 1680-1695 for religious reasons. They settled

temporarily in North Ireland before "travelling with" the Scotch-Irish to America.

The Cherry name is prominently associated with Beatties Ford and Unity Presbyterian Church

Several other French Huguenot families also came into this area - Cashion, Hoke and Forney. The Cashions came to this country via Charleston, S. C. The writer does not know what route the Hokes, from Alsace used, but since they "travelled with" the Scotch-Irish they should have used the same routes as the Scotch-Irish.

A private marker on the north side of the road off N.C. Highway 73, about two thousand feet east of Macpelah Church, is inscribed:

In memory of Jacob Forney pioneer and French Huguenot.
Born in Alsace (France) 1721. Died in N. C. 1806 and
his wife Maria Bergnor.

The Forney family is associated with Lincoln County and the making of iron. The Hoke family produced one of the youngest generals, Robert F. Hoke, for the Confederacy during the War of Secession.

General Hoke commanded the 3rd North Carolina Division during battles around Petersburg, Virginia, in 1864. He also commanded troops in North Carolina in 1864 and 1865 around Plymouth.

The writer does not have the knowledge to write about the English settlers that came directly from England to North Carolina.



The Burton Family

The sign at the newly constructed bridge on the causeway leading to Governor's Island reads, "Governor's Island, Crown Jewel of Lake Norman."

This island, in 1988 was owned by the D.L. Phillips Company of Charlotte, N. C. It contains 22 acres, subdivided into 42 lots. Prices of the lots range from \$250,000 to \$375,000. At the time of purchase--July 14, 1955--the island was part of an 844 acre tract purchased by D.L. Phillips and his wife, Louise E. Phillips. Part of this land was flooded by Lake Norman in 1959. In local terminology, this land was known as the "Governor Burton Land (Plantation or Farm)."

Because this historic former plantation is in the center of the area flooded by Lake Norman, we need to review, before memories dim and are lost, the part it played in history.

The naming of the island and the house as the "Governor Burton island" and the "Governor Burton House," respectively, are misnomers since North Carolina Governor Hutchins Gordon Burton did not own the property. But the Burton family was prominent in the early history of North Carolina.

This land was first owned by John Beatty, the pioneer settler, who purchased 944 acres of land on the west bank of the Catawba River. John's first purchase was in 1749. Subsequently two of John's brothers purchased land in the area. John Beatty sold part his land to Alfred Burton (1785-1857), the uncle of Governor Hutchins Gordon Burton.

After selling their land at Beatties Ford, the Beatties purchased land about two and one-half miles north of Denver, NC on the present day Catawba-Lincoln County line. Part of this land was on Mountain Creek. The private Beatty Cemetery is located on land they once owned north of Denver, NC.

Col. Robert Burton of Mecklenburg County, Va, 1747-1825, was a Revolutionary War Officer and a member of Congress 1787-1788. Robert was one of the commissioners appointed to run the boundary between North Carolina, South Carolina and Georgia. He moved to Granville County, N. C. in 1775.

Col. Robert H. Burton purchased part of the Beatty land. "Burton, Hutchins Gordon (1774-Apr. 21, 1836), governor of North Carolina, was the son of John and Mary (Gordon) Burton. There is a conflict of opinion as to his birthplace with statements that he was a native of Virginia and that he was born in Granville County, NC. It is certain that while he was still a youth, his parents died and that he was reared and educated in the household of his uncle Robert H. Burton of Mecklenburg County, NC. [Tryon County was split off from Mecklenburg County in 1768. In 1779 Tryon County ceased to exist, and Beatties Ford became a part of Lincoln County - where it remains today. writers note]. "He attended the University of North Carolina as a student 1795-93, was trained in law, achieved an early success in his profession, becoming ultimately a leader of the state bar. There is evidence that his genial personality and social gifts made him a

general favorite. His marriage to Sarah, a daughter of Willie Jones a man distinguished in politics and society contributed to his success. His political career began with his election to the House of Commons in 1809. for six years 1810-1816, by election of the General Assembly, he served as attorney-general of the state, resigning to re-enter Commons in 1817. From 1819 to 1824, he was a representative in Congress. His service was inconspicuous...In 1824, he resigned, to become governor, being elected by the Assembly. Twice re-elected he served from December 1824 to December 1827. His administrations were uneventful." (Dictionary of American Biography).

The theme of his administration was basically internal improvements.

"Hutchins died on April 21, 1836 in Iredell County, NC and is buried at Unity [Presbyterian] Church near Beatties Ford."

Hutchins cousin, Alfred M. Burton, was the son of Robert H. and Mary Fulenwilder Burton. He was born September 9, 1785, and died February 12, 1857. Alfred and his wife Elizabeth (1793-1872) are buried at Unity Presbyterian Church. According to Lincoln County's registry deed 301/623, Alfred owned 844 acres of land.

The northern part of the Burton House was the original part of the house. This original part of the house was built by John Beatty was used for a dining room after the purchase by Robert Burton. Robert added a full basement and two stories. His addition faced 90 degrees from the Beatty part of the house- thus giving a panoramic view of the river valley from the newly constructed porch on the east and south side of the building.

The house was built near the Beatties Ford Crossing of the Catawba River. For people of the southern Piedmont who were travelling east to west, Beatties Ford was the main crossing point of the Catawba River for over 100 years. It was the main road from Salisbury to Morganton and other points west.

Artifacts from the area indicate the land was used by the Indians for at least 1,000 years. The land, with its rock bottom, was easily crossed by horseback riders as well as wagons and stagecoaches.

The main portion of the L-shaped house was located on Beatties Ford Road; the other portion located on Burton Lane. The most prominent part of the house was the three story circular winding stairway. To reduce the fire hazard, the brick kitchen was separated from the main part of the house. The type of construction employed was mortise and tenon for the framework--obviously done by a craftsman. Congressman Connor built a duplicate of the house in Terrell, N. C.

The 844 acre rectangular plantation of Alfred M. Burton extended from the center line of the Catawba River on the east to within 150 feet of NC Highway 16 on the west, at the Fairfield Church Road entrance to Westport. The width from north to south was about a mile. His farm contained what is now Westport I, II and III, plus the Westport Golf Course.

Most plantations were self sufficient, in that anything used on the

plantation was made or grown there. A grist mill operated on Burton Creek, where the creek had a 10 to 12 foot fall over a distance of about 100 feet.

Two gold mine shafts were sunk to a depth of approximately 50 feet in the early 1800s, on the present day Westport Golf Course near Hole #10. The water from the spring near #10 was used to wash the crushed stone. Grindstones used to crush the stone are now used as ornaments at the entrance to the golf course's clubhouse.

In the basement was a 12 foot long log with a diameter of about 24 inches. The sides of this log had been hewn to form square sides. The interior of this log had been cut out. The ends were square. The object looked like an 18 inch square canoe. The object was finally identified as a storage bin for ashes used as alkali in making soap.

At present, all that remain (of the house) are portions of the stone foundation. Several 175 year-old English boxwoods remain from the formal garden on the house's east side--the side that overlooked the river. An old hollow poplar tree, 15 1/2 feet in circumference, still stands near the barn's location. (1988).

Auxiliary buildings included a brick office, barn, smoke house, a school house, corn crib and another small building. The office was used for church Sunday school in 1910. Slave quarters located on the north side of Beatties Ford Road Crossing..

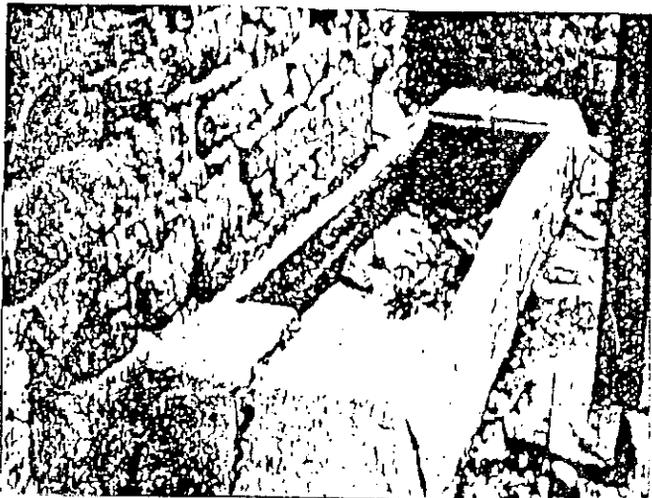
Two wells were on the site--one dry and one used to supply water. The dry well was used to store milk, since electricity was not available for mechanical refrigeration until 1943. The location of a spring is unknown; although all houses of this era used a spring for their water supply. (Barker).

"In 1823 there was a boarding school called Catawba, located at Beatties Ford. Robert Johnston, Henry Connor and John Hayes were probably the organizers of it. O'Reillys School was located near Beatties Ford in 1826. Sponsors were Robert Abernethy, Alfred M. Burton and Robert H. Burton." (Keener). This building survived until it was razed when Lake Norman was built.

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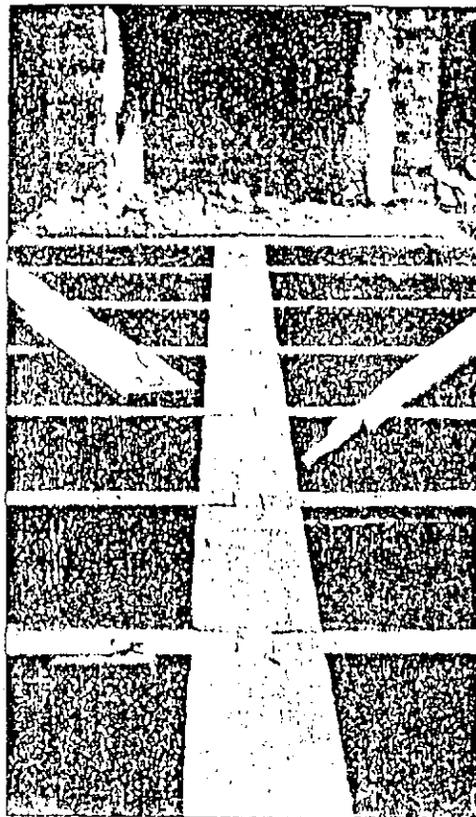
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- 2 J. H. Wheelers, Historical Sketches of North Carolina
- 3 Lincoln County Registry, Book 301, page 623.
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PHOTO/COURTESY KEN BROTHERTON

Trough in the basement was for making soap.



Mortise and tenon construction in floor.



PHOTO/COURTESY KEN BROTHERTON

Burton House CIRCA 1958

Lake Norman Roads

When the Roman Empire was at its zenith, all roads led to Rome. As the Romans conquered, they built roads so that their legions could march quickly where needed and keep the empire united. These roads, some of which are still passable today, were also used for commerce and communication.

In the 19th century, all roads did not lead to Lake Norman, but six did lead to Beatties Ford, now under the Lake.

The history of roads in the area can generally be described in the following manner: Indians, the earliest inhabitants, travelled on the high ground or ridges. This was usually easier, since they did not have to cross streams. More importantly, it was much more difficult for hostile groups to surprise them. Furthermore, if they had to fight, they were in a superior position, since they could shoot their arrows downward, or enfilade fire.

When the early settlers arrived, they used these existing paths, first on horseback and then with wagons. As population and commerce increased, villages developed where two ridges crossed, such as at Denver and Mooresville, except in mountainous regions and places where roads met water-borne traffic.

Davidson and Cornelius reinforce this concept. Both are on the same north-south ridge--the watershed between the Yadkin and Catawba rivers. To the east, Davidson is between two ridges of Rocky River. A large ravine lies to the west of Davidson. Cornelius has a ridge between Davidson Creek and McDowell Creek on its western side, and a large ravine to the east. Both towns are about a mile apart on ridges that form "T's". This geographical feature still forms an "x" with the ridges about a mile apart.

Later, due to ease of construction and other cost factors, railroads were built along ridges. For example, only one trestle had to be installed on the Norfolk-Southern Railway between Charlotte and Barium Springs, a distance of over thirty-five miles. This railroad also follows the ridge between the Yadkin and Catawba rivers.

When the Piedmont was settled, travellers used the existing east-west Indian trading path that crossed the Catawba River at Beatties Ford. This remained the primary route for over 100 years. However, Beatties Ford diminished in importance when railroads and bridges were built.

The construction of stagecoach roads in the 1830s and 1840s led to a controversy that caused the partition of Lincoln County, the most populous in the state in the 1830 census. The road was proposed to cross at Beatties Ford. Residents of the southern part of the county (now Gaston County) wanted it to run from Charlotte to Dallas (Gastonia), using the Tuckassegee Ford on the Catawba River. The dilemma was resolved when Gaston County was split from Lincoln County in 1846.

Roads are named in various ways. Some are identified by the towns they connect, like Davidson-Concord Road, while others are named for a prominent person living there, such as Sam Furr Road. Subdivision streets named for types of trees are quite popular.

Road names tend to change, and all usually have more than one name. Changing conditions or government unfamiliarity with local history is often responsible. One example is Langtree Road, one of the oldest in these parts, which runs northeast-southwest near Mount Mourne. Old deeds refer to this as Salisbury Road or the Great Road. When the area west of the Catawba River was settled, it became known as Beatties Ford Road (1750-1960) or Torrence Road, 1960-1975. When the lake was filled, the name Mott Road was used for about 15 years. The Mott Homeplace is located north of the present subdivision of Bridgeport. In the 1970s, the name was sacrificed on the altar of progress, and Beatties Ford Road became Langtree Road and Tuscarora Road at its western end.

This represents a classic example of historical pollution. The name change was indeed a blow to our heritage, since the road was used by the militia when they were routed at the Battle of Cowan's Ford on February 1, 1781 by the British forces.

In the early 20th century, a wooden bridge was built over Davidson Creek at the point where Beatties Ford Road crossed. Called the Five-eyed Bridge, it was named for the three men in charge of construction. One of them was blind in one eye, hence the local name. "Five Eyed Bridge". Of course, this name never became an official name. The bridge was torn down when the lake was filled.

Clearly, the history of roads and bridges in the lake area is entertaining to know and should be shared, and revealed as part of our heritage.

Catawba River History: The Cashions

To continue to look at the history of the Catawba River Valley, now in the Lake Norman area, the focus of this story will be about an ordinary hard-working family group -- The Cashion family.

The story begins in Chesterfield County VA, when Burwell Cashion (Cashione) a Revolutionary War soldier was born in 1758. Burwell's ancestors were French Huguenots who came to this country via the port of Charleston, SC. His descendants were John Cashion/Iredell County, James Andrew Cashion and Houston Cashion (Direct line of descent).

The story is centered about Houston's son, James Hua Cashion (12/24/1843-5/7/1925).

The best information available indicates that James left Iredell County NC and came to Lincoln County NC about the time of his marriage to Fannie on January 21, 1861. James and Fannie lived in a log cabin about three-fourths of a mile directly east of Little's Boat Landing, off Webbs Chapel Road, present day address 414 Shady Lane.

Their log home was probably built by Hua Little (Lytle) a descendant of William Little, the first Little to settle on Little Creek. Hua was James's father-in-law. Hua built several homes in the area. The log house, covered with boards in the picture, on the front of this book. The smoke house, well house and barn and a small shop, were built with chestnut logs. This house was torn down and rebuilt at the Lincoln-Catawba County line about one mile south of Keesler's crossroads, about 1947 by Bill Ballard.. The house faced the old Morganton Highway -- the highway used by Revolutionary War patriots on their way to the battle of Ramseur's Mill north of Lincolnton. This highway, a short cut for the Morganton Highway that crossed the Catawba River at Beatties Ford, was used primarily by horseback riders. The bed of the river was not as suitable for wagon traffic, therefore, the main crossing was at Beatties Ford. This shortcut reduced the distance of the route by about 10 miles.

This house like most houses of this period had the kitchen and dining area separated from the living area to reduce the fire hazard. As the Cashion family size increased, additional bedrooms were added to the kitchen dining area.

One feature in the yard of the Cashion house still remains -- an "upping block." Upping blocks were very common when the chief mode of travel was the horse. An upping block was an inclined plane or rock used for people to use as steps when mounting a horse. This one was a huge natural block of granite about 5 feet wide and about 15 feet long with vertical sides and flat top. Two of these upping blocks are located near the arbor at the Rock Springs Campground in east Lincoln County. The well, which has been capped, could still be used.

James and Fannie reared (13) children (sources differ as to number) the family bible lists thirteen-grandchildren remember only twelve.

William A (1866-1919); Junius B. (1868-?); Mattie D. Ballard (1869-1931); Samuel E (1871-1942); Sara E. White (1873-?); Nanny L. Brotherton (1875-1970); Minnie G. White (1877-1963); Alma Benfield (1879-1969); Annie E. Brotherton (1881-1956); Nora Howard (1882-1963); Charles Cashion; Lizzie M. McConnell (1884-1945); James H. Cashion (1886-1953). Their children scattered and settled within a 75 mile radius. Descendants living in the area include a grandson Jowett Cashion of Cornelius, great-grandson Robert J. Cashion of Davidson and the writer.

Civil War Service

James and Fannie were married Jan. 21, 1861, just prior, to James enlisting in the Confederate Army March 23, 1862, in Company G, of the 52nd Regiment of North Carolina Troops.

In the spring of 1862, the Confederacy was making an extreme effort to increase its military forces. In March 1862, the "Dry Pond Dixies", or Company G an infantry company was organized in what is now Denver in the eastern part of Lincoln County. This company was assigned to the 52nd Regiment of N. C. Troops at the training camp at Mangum near Raleigh on April 28, 1862. It was one of ten companies from the Piedmont Section of North Carolina in the regiment.

In December 1864 James was transferred from the 52nd Regiment - to Co. K, 5th N. C. Calvary in winter quarters outside of Richmond.

Sailors Creek VA Battle, Va. (also Saylor's)

On April 2, 1865 several days before the end of the war, the 5th Cavalry at Sailors Creek VA was ordered to clear a path for Gen. Robert E. Lee's Confederate army to retreat from Richmond. At dawn the 5th crossed Sailors Creek and drove the Union soldiers back. Union troops were reinforced about 10 am.m. and drove the 5th N.C. Cavalry back across Sailors Creek. When James stopped at Sailor's Creek to let his horse have a drink of water, he received a minnie ball (bullet) through his left thigh. This minnie ball also killed his horse. Someone from his unit picked up James and put him on his horse. Perceiving that the horse bearing two people was slow and would cause both soldiers to be captured, James had his buddy remove him from the horse, so that he could escape capture. Later, James was captured by Union troops in the Army of the Potomac. He was placed at the corner of a split rail fence where he remained overnight and gangrene developed.

James' capture was probably a blessing, since he was able to get medical help. His service record (US) shows that his leg was amputated in a field hospital on April 4, 1865 at City Point VA. Later, he was transferred to Lincoln USA General Hospital in Washington DC, and later to the hospital ship USS Maine. The anaesthetic for the operation was plenty of whiskey to drink and a stick to bite. James said that the last time he saw his leg it was under a table with a stack of other limbs.

James was released (discharged) July 10, 1865, three months after the war was over. His service records show that Confederate soldiers (prisoners of war)

had to swear and sign the oath of allegiance to the US before they could be discharged. This was referred to as the "infamous oath" and was a bitter pill to swallow -- swearing allegiance to your former enemies. Local stories say that James walked home from Washington arriving home in August 1865 - - no small feat since he had to use a crutch.

Since he could not do much farming, James worked as a cabinet maker. The writer has several of his hand tools. A small curved hand tool that was used to shape buggy spokes and a draw knife.

Tragedy struck Fannie's family in another way during the Civil War. Her brother Hugh (Hue) Little was killed by two slaves on February 25, 1863 at her ancestral homeplace, the home built by Col. Archibald Lytle (Little) who purchased 550 acres on Little Creek in 1767. This story is found in the article, "Murder On Little Creek".

James' and Fannie's first child, William was born in 1866; their last James H. (Jim) was born in 1886.

Several people who knew him said that he always suffered pain in his foot which was missing (phantom pain). This pain was caused by pressure on the nerves that used to serve the foot.

Battle of 52nd Regiment

The 52nd Regiment of N. C. troops was organized in March 1852. It was composed of ten companies of troops from the Piedmont Counties of N. C. Troop Training started at Camp Mangum on April 28, 1862.

Two companies of the 52nd were equipped with Enfield rifles and the rest with muskets" Six weeks later, the regiment was in Eastern North Carolina near LaGrange and Kinston performing guard duty and defending the area from Yankee Troops that had invaded North Carolina.

The 52nd Regiment was sent to Virginia on July 10, 1862. The 52nd was involved in the following battles, Drewry's Bluff, Va.: Franklin, Va.; Goldsboro, N. C. - Dec. 17, 1862; Windsor, N. C.; Newbern, N. C.; Ft. Anderson, N. C. - March 14, 1863; Washington, N. C.; Gettysburg, Pa.; (Cemetery Ridge*); Falling Waters, Md.; Bristoe Station, - Oct. 14, 1863; Wilderness May 5-6, 1864; Spotsylvania Court House; Cold Harbor, Va., - May 31 - June 3, 1864; Petersburg, Va. June-July 1864; Globe Tavern, July 24; Jones Farm, Sept. 30; Boydton Plank Road, Oct. 27; Belfield, Va. Dec. 8, 1864.

On April 12, 1865, sixty-six members of the 52nd Regiment were paroled - all that remained of the Regiment.

In December 1864, Pvt. James H. Cashion was transferred from Co. G, 52nd Regt., N. C. Troops to Co. K, 5th N. C. Cavalry.

United States of America.

James H. Gashion
5 N.C.

I, James H. Gashion Private "K" 5 N.C. Co. of the
County of Lincoln State of North Carolina do
solemnly swear that I will support, protect, and defend the Constitution and Government of the
United States against all enemies, whether domestic or foreign; that I will bear true faith, allegiance,
and loyalty to the same, any ordinance, resolution, or laws of any State, Convention, or Legislature,
to the contrary notwithstanding; and further, that I will faithfully perform all the duties which
may be required of me by the laws of the United States; and I take this oath freely and voluntarily,
without any mental reservation or evasion whatever.

James H. Gashion

Subscribed and sworn to before me, this 10th day of July
A. D. 1865.

J. H. Gashion

The above-named had Dark complexion, Black hair, and Blue eyes,
and is 5 foot 9 inches high.

<p>Admitted <u>April 19th 1865</u> To <u>Sanitary Band, Hospital</u> <u>Washington, D.C.</u> Injury <u>W. & fracture of left hip</u></p>	<p>Admitted <u>April 19th 1865</u> From <u>City, Civil</u> Diagnosis <u>W. & of left ankle and</u> <u>fracture of middle and upper</u> <u>limb.</u></p>
<p>Age <u>30</u> years Residence <u>to Washington</u> <u>D.C., Co. K, 5th Reg. N.C. Cav</u></p>	<p>Admitted <u>Apr 19 1865</u> To <u>Lincoln U. S. A. Genl Hosp.</u> <u>Washington, D. C.</u></p>
<p>Wid adhesion <u>bone April 24, 1865</u> Date of operation <u>April 4th, 186</u> Operation <u>Amputation of left hip</u> <u>at junction of upper with</u> <u>middle third</u></p>	<p>Wid adhesion <u>bone April 6, 1865</u> Treatment <u>Amputation of the hip</u> <u>bone at junction of upper with</u> <u>middle third</u></p>
<p>Result <u>Wid adhesion</u> <u>bone 30th</u></p>	<p>Remarks <u>Released April 10, 1865</u></p>
<p>Surg'n <u>Department, Quarter 1865</u> <u>Sheet No. 78</u></p>	<p>D. C. Reg. <u>No. 107</u> <u>U.S. No. 191477</u> <u>1865</u></p>
<p>(445)</p>	<p>(508-113)</p>

How Sam Furr Road Got Its Name

It was an innocent question by Jill Santuccio, reporter for the Mecklenburg Gazette. The question, "How did Sam Furr Road get its name?"

Jill is one person in a new generation of local people who now work or live in North Mecklenburg--one of the many newly arrived residents from various places, residents who have not had the advantage of local history to help them answer their questions.

This story gives us an insight into the person for whom this road was named.

Needless to say, many roads are named for people who live or lived on them. Sam Furr Road is no exception.

When the person Sam Furr is mentioned, nearly everyone who knew him replies, "He was a character. There was only one person like him."

This is his story as told primarily by his daughter, Mary Gordon Kelly, a longtime resident of R.F. D. Davidson, now living in Mt. Mourne, N. C., who formerly lived on Torrence Chapel Road.

Samuel Monroe Furr, Sept. 17, 1894-Feb. 24, 1971 and his wife, Mary Knox Furr, 1885-1968, spent their lives in North Mecklenburg except for two years at his ancestral home in Rowan County near the Unity Church Campground.

His wife Mary attended Queens College. She taught school in Rowan and Mecklenburg Counties.

Sam and Mary were members of Bethel Presbyterian Church, located west of Cornelius, N.C.

Sam was a World War I veteran serving with a graves registration unit. During World War II, Sam was a member of the Mecklenburg County Rationing Board.

Sam was one of the prime movers in establishing the Cornelius Electric Membership Corporation, now Crescent Electric Membership Corporation. This company was organized under the Rural Electric Membership Corporation. Electric power to North Mecklenburg and South Iredell counties was provided by Cornelius Electric Membership Corporation about 1940. East Lincoln County received power in 1941.

After Sam Furr's first visit to Washington, D.C. to see Congressman and later U.S. Senator Sam Ervin, Senator Ervin prepared for a visit of his friend by making certain that two cuspidors, (spittoons) were available. Sam Furr's

favorite tobacco chew was "Apple," purchased at Babe Stilwells Store in Gilead. Sam Ervin's brand was not revealed. Sam Furr was a member of the Corporate Board of Directors of the Cornelius Electric Membership Corporation.

Sam's speech was liberally sprinkled with, "By God this and By God that." An unusual characteristic was Sam's thinking of people as a group rather than as individuals.

Sam operated a dairy farm on the portion of Sam Furr Road that is not under Lake Norman. From his farm and dairy Sam sold produce and dairy products to faculty members of Davidson College and Davidson residents. When Lake Norman was built, water covered most of his farm.

One incident concerning Sam and his friend, Babe Stilwell, a country merchant and farmer noted for growing the largest watermelons in Mecklenburg, concerns Babe's cows getting out of their pasture and eating much of Sam's corn. Babe offered to pay Sam the value of the corn. Sam declined, explaining that he would get reimbursed by visiting Babe's watermelon patch.

When Mecklenburg County was still agrarian in nature, much political power was concentrated in the sheriff's office. Sam was a friend of several sheriffs: Sheriff Reilly and Sheriff Clyde Hunter. In this capacity as a friend, he often performed services for the sheriff.

For recreation, Sam enjoyed a sport that few people now enjoy. Sam was an avid fox hunter with many trained dogs. Members of the sheriffs department and Mecklenburg County Police enjoyed regularly scheduled hunts on his 300 acre farm, and on Rocky River, East of Davidson on Narrow Passage Hill.

This sport is still enjoyed by fox hunters from several counties in Mecklenburg County every Thursday night. The location-Eastfield Road in Mecklenburg County near the Cabarrus County line on land owned by Woodley Wallace. This square mile of fenced land, located inside of the Wallace Dairy, has a clubhouse and other amenities to make life more enjoyable for the participants. Needless to say, members of the sheriff's department and county police are still enjoying the fox hunting by listening to the hounds as they chase the sly and elusive fox.

Another form of recreation that Sam and Mary enjoyed was square dancing at the Old Caldwell Station School on N.C. Highway No. 115. This school, located 3 miles south of Cornelius, after being sold was converted to the Veterans of Foreign Wars Building and used for square dances. People, who should know, say that you could hear Sam calling the dances at least a mile away from the building.

Another incident that gives us an insight into his character concerns his daughter Mary and her husband, Leslie Kelly. An erroneous radio report that Leslie Kelly's house was on fire resulted in thirteen law enforcement vehicles answering the alarm.

Mary Furr's father was Joe V. Knox, a builder. Joe V. built most of the present commercial buildings in downtown Davidson.

Sam Furr was rewarded for his service to his community and his political influence by having a road named for him--Sam Furr Road.

Sam Furr Road is an East-West Road in North Mecklenburg. With the passage of time, part of this road will probably become N. C. Highway No. 73 when this highway is rerouted out of Cornelius and the route mileage of No. 73 shortened by five miles.

Rehobeth Methodist Church - 1789

English settlers, in numbers, began coming to the west side of the Catawba River after the American Revolution. They, as all ethnic groups do, began to establish their institutions. Usually the first institution established was a place of worship for themselves and their children. Their place of worship usually served as a social meeting place and later as an educational center. The first Methodist Church organized and built west of the Catawba River was Rehobeth Methodist Church in Terrell, N. C.

Rehobeth Church was the fourth church established west of the Catawba River. The first church established was St. Pauls, about one and one half miles northeast of Newton, N. C. This was a Union Lutheran and Reformed Church. Services were held there in 1759 by Rev. Martin (History of Catawba County--C. J. Preslar, p. 90).

The next two churches, the second and third organized, were Presbyterian Churches: Unity Presbyterian Church in East Lincoln County and Goshen Presbyterian Church near Mt. Holly, N. C. Both of these churches were organized in 1764. The writer does not know which church was organized first, or if they organized about the same time.

The next church, the fourth west of the Catawba, was Zion Lutheran Church located about five miles south of Hickory, October 12, 1790 (C. J. Preslar p. 90).

According to the tombstone inscription, at Rehobeth Church, DANIEL ASBURY, (18 Feb. 1762-15 April 1825) was one of the founders of Rehobeth.

Louise L. Queen, writing in the Dictionary of N. C. Biography, reports Daniel was born in Fairfax County, Va. At the age of sixteen, he was captured in Kentucky by Shawnee Indians while transporting army provisions. As a British prisoner in the Revolutionary War he was taken to Canada released from a Detroit prison. He was ordained a traveling minister in the Methodist Episcopal Church in 1786. After a year in Virginia, he was sent to North where he served his Lord the rest of his life.

Daniel married Nancy L. Morris. They were the parents of eleven children.

An Daniel grew older he served in the Church in several capacities; as a traveling minister, (Circuit Rider), presiding elder--14 years, as a delegate in 1808 from the western half of North Carolina to the first delegated General Conference of the Methodist Episcopal Church.

Another prominent member of Rehobeth was Henry William Connor 5 August 1793-6 January 1866. "The Charlotte Daily Observer", June 1, 1902, reported that Mr. A. Nixon, Esquire, delivered an address before the Anna Jackson Book Club on February 22, 1902 at the Mary Wood School at Lincolnton, N. C. part of which follows: Three brothers: Charles, James, and Henry, came from Antrim, Ireland

and kept store at the "Red House" three miles east of Beatties Ford (in Mecklenburg County). Before joining his brothers there, Charles was the owner of a vessel that plied between Norfolk and Liverpool. James received his title of Captain for active service in the Revolution. Henry, the youngest, located on a farm near--an's (Cowan's) Ford, but no sign of his farm remains.

Col. (John H.) Wheeler sold part of Beatties Ford to Maj. Henry Connor, the son of Charles. Maj. Connor derived his title for the services under Gen. (Joseph) Graham in the campaign against the Creek Indians in 1814...His homestead was identical with Robert H. Burton's and during the past year (1901) was portioned among his descendants.

Henry W. Connor was a Southern gentleman and had considerable wealth, part of which he earned as a merchant. He was a leading citizen of the sate.

Henry built his home east of Terrell, N. C. near the Catawba River. It was a replica of his second wife's ancestral home, the Alfred W. Burton Home at Beatties Ford, N. C.

Connor from the "Old Charlotte District," was defeated in 1819, in his first try for Congress by William Davidson. He defeated Davidson two years later and served 10 consecutive terms. Elected as a Federalist, in 1825, Connor joined with other Southern Democrats to elect Andrew Jackson President of the United States. He thus became a turncoat. For the rest of his life he was a loyal Democrat - generally opposing centralization of power in Washington. Henry was also active in the support of slavery.

Henry W. Connor's tombstone inscription in the Rehobeth Cemetery reads:

"Henry W. Connor, 5 Aug. 1793 Jan. 15, 1866. (One source gives his death as 6 Jan 1866). Henry's 1st wife was Mrs. Coleman, daughter of Gov. Hawkins; his 2nd wife was Mary Burton, daughter of Alfred Burton. He was a Major in the War of 1812. He represented his district in Congress from 1818 to 1840 and was in 1848 elected state senator."

For reasons unknown to this writer in the Burton section of the graveyard at Unity Presbyterian Church is the grave of Henry's second wife with this inscription: Mrs. Henry W. Connor, wife of Henry W. Connor, daughter of Alfred M. Burton, Sept. 17, 1815-Feb. 9, 1890.

Thus Mary Burton Connor was not buried at the same site as her husband and his first wife.

Rehobeth Church was the origin of religious Camp Meetings in the Catawba Valley. Camp Meetings are no longer held there. However, the present day camp meetings at Rock Springs in Denver, Ball's Creek near Newton, Mott's Grove near Sherrill's Ford and Tucker's Grove near Machpelah can directly or indirectly trace their roots to the meetings originally held at Rehobeth.

"Across the River?"

The newcomers now living around Lake Norman are not being intentionally confused by certain people living in the area. There is one way to tell an oldtimer. New Lake residents refer to "across the Lake." Oldtimers still refer to "across the river."

River Run -- A Question for Davidson

When Duke Power Company had a bulldozer push dirt and start building Lake Norman in 1958, forces were set into action that would forever change the surrounding area. These changes would be, not only physical, but also cultural, economic and political.

Prior to the building of Lake Norman, North Mecklenburg was primarily an agricultural area of small farms. Population of the three small towns of Cornelius, Davidson and Huntersville, for practical purposes, had been stationary for twenty to thirty years.

Politically, the North Mecklenburg area had one of the five County Commissioners, Arnie D. Cashion, during the 1950's. but effective political control was vested in southeast Charlotte. An interesting concept, privately held, but never publicly expressed of the 50's and early 60's was the viewpoint of Mecklenburg residents, other than North Mecklenburg, was that North Mecklenburg was a type of soil bank for Mecklenburg county, an area that at some time in the future could be developed.

Another factor tending to keep the North Mecklenburg growth stable was the lack of job opportunities and housing for younger people. This caused the younger people to leave the area.

The completion of Lake Norman into this stable agricultural area--Growth. Growth at first was concentrated on the lake shore. Then development and growth led to apartment and condominium projects-usually served by package waste water treatment plants.

In 1985, the update and revision of the 20 year County Land Use Plan (The 2005 Land Use Plan) had as one of its primary objectives-"Balanced Growth". Since growth south of Charlotte, Pineville, and Matthews was pushing against the South Carolina boundary, the practical effect of this "Balanced Growth" was to direct this growth toward North Mecklenburg. One of the tools used to accomplish this objective was the infra-structure-primarily water and sewer facilities. Another was zoning.

Transportation facilities (roads) are a factor, but due to the state funding of primary and secondary roads, construction of these roads normally lags in the development process.

This new dimension of change naturally caused a reaction-opposition. People, especially in Davidson, were quite satisfied with their community. Growth, with its attendant problems of changes in the number of people using the infrastructure such as roads, schools, police protection, garbage disposal present problems that must be faced and solved.

To the west of Davidson, condominiums built by the Lake Norman Company have added about 450 units of housing to Davidson. The Pines, under the leadership

of local people was planned and built to serve a need for the large number of elderly people in Davidson, Cornelius, to the south of Davidson is also growing very fast.

Davidson is an island in this sea of growth. It is being surrounded by growth-good or not; wanted or not; directed or not.

Figures show that North Mecklenburg is experiencing one of the fastest growth rates in North Carolina. For example, the rate of growth in residential building permits for the period 1-1-88 through 6-30-89 was at the annual rate of over 17 percent.

During the ten year period 4-1-80 to 3-31-90, a total of 4,454 units of residential permits were issued in North Mecklenburg (2,644 for 1-4 units; 1810 for five units or more). During the same period, 3,603 permits were issued for Northeast Mecklenburg - the UNCC area. Seventy-eight percent of this North Mecklenburg growth was for the five year period 4-1-85 to 3-31-90 forty-two percent of the growth was for the two year period 4-1-88 to 3-31-90. These figures show the accelerating growth that is taking place.

At the present time five sub-divisions north of Davidson, in Iredell County are being developed.

The net result of this growth and development is that it is taking place around Davidson, primarily outside the present Davidson Perimeter Zoning Area.

The trigger for the problem and opportunity now confronting Davidson is the Golf Course Community of River Run. River Run is located about one mile east by southeast of Davidson.

River Run, a golf course community, of approximately 850 acres is under construction. Improvements consisting of a golf course, club house, tennis courts and swimming facilities with an investment of \$13 million are nearing completion. About sixty lots with a value of over \$3.5 million have been sold. Construction of homes on about 15 of these lots has been started. Several are nearing completion.

This River Run development is taking place. The question facing Davidson residents is: What are we going to do about annexing the area?

The owners of River Run have agreed to a plan that would permit Davidson, over a period of time, to annex this development. Legal requirements prevent all of the development from being annexed at one time.

To arrive at an answer we need to explore questions associated with the two scenarios, or plans. No One: to annex the area or No. Two: not to annex the area.

Most of the items associated with both plans are common-that is, there is no significant difference between the plans. Common items are:

Vehicular and pedestrian traffic should be the same for both plans.

School children should attend the same schools.

Subdivision roads are provided by the developer under both plans.

A recent unofficial, preliminary cost study comparing costs for providing town service if the area is annexed shows that tax revenues would more than pay for the cost of providing the services.

Services or items not common to both plans are:

Police protection would be provided by the Davidson Police Department.

Fire services and protection, due to contractual arrangements with Mecklenburg County, would be provided by the Davidson Volunteer Fire Department whether annexed or not. If the area is annexed, tax revenues would help pay expenses for the department.

Garbage services would be provided by Davidson and paid for by taxes.

Recreation facilities that will be used by the residents of River Run are difficult to determine. Children of this area would probably use Davidson Park and Recreation facilities, such as Little League, whether a part of Davidson or not.

One of the most important services that Davidson could provide is in the area of waste water treatment through a contractual arrangement with the Charlotte-Mecklenburg Utility Department. If annexed, a waste water treatment facility for the Rocky River Basin, to be located on Rocky River and located in Cabarrus County would provide waste water treatment for the southern part of Iredell County, the western part of Cabarrus County and the northeastern part of Mecklenburg north of N.C. Highway 73. This large regional treatment plant would be superior to treatment provided by a large number of private (septic tanks) plants or small package treatment plants.

Technically, this facility would be built, owned, and operated by one of the governmental units. Service to the other governing units could be on a contractual basis. This regional facility would be located approximately ten miles downstream from the headwaters of Rocky River in Mooresville. Outfall lines, when built, could carry this waste water to the treatment facility wherever it is finally located.

The friction normally involved in this type of regional planning and construction, is that local governments must give up some local autonomy in the process. This loss would be offset by efficiencies of operation, better services, and cleaner waste water. The local governments of the three counties involved: Cabarrus, Iredell, and Mecklenburg are to be commended for recognizing a regional problem and taking the necessary steps to solve it.

The parochial issue is that if annexed the residents of River Run would seize control of the local government. Numerically, this is impossible. River Run residents would be economically, socially and culturally similar to Davidson residents. These River Run residents would probably be at odds with Davidson

residents only if their services or rights were mismanaged.

If annexed, and the one mile perimeter zoning area was extended at the same time, residents of Davidson, plus River Run, would have more control, through zoning, over development of the adjacent area.

Davidson enjoys a low property tax-rate - 22 cents per \$100 of taxable value. This is the result, primarily of two factors. The town has a good mix of different types of taxable property-residential, commercial, industrial and institutional. The other factor is that the town has had responsible and efficient government.

If the requested River Run annexation is denied, then in time, another town would probably be formed outside the eastern city limits of Davidson. This might result in Davidson, the town, being too small to furnish services required for a non-growing town with a very limited tax base.

Based on the analysis of factors outlined above, the Town Board of Commissioners should proceed to annex the River Run area. This decision to annex is needed and required to protect the interests of the Town, provide for orderly expansion and to prevent future problems. River Run is an opportunity whose time has arrived.

Update

By mutual agreement between the parties involved, River Run was annexed into the Town of Davidson in 1992. When completed the city limits of the Town of Davidson extended from Lake Norman on the west to Cabarrus County on the east. An area of less than 200 acres, situated in Iredell County had been annexed circa 1988.

How They Used to Make Shingles

As a child when I visited my paternal grandparents, I slept in the attic of the log house where I was born. This house had a shingle roof. When the moon was shining brightly streams or shafts of moonlight would filter through the shingles. I could not understand why the roof did not leak.

Later as a young teenager boy, I helped my grandfather, Sidney Brotherton make the shingles to re-roof the house.

Two tools were used to make the shingles - a mallet and a froe. Webster defines a mallet as "a hammer with typically a barrel-shaped head of wood: a tool with a large head for driving another tool or for striking a surface without marring it."

A mallet was made from a hickory tree about 4 to 5 inches in diameter, preferably cut from the edge of a field rather than from a forest. Depending upon the overall length of the mallet the barrel shaped length was usually eight to twelve inches. The mallet handle was finished to fit the hands of the user - usually one and one quarter inches to one and one-half inches in diameter. If used with one hand, the length was usually eighteen to twenty-four inches. If used with both hands the length could be up to thirty-six inches.

The mallet was used to hit the froe so as to split the shingle from the log which was about 28 to 40 inches in length. The 4 inch wide rafter boards which were nailed, usually to rafters made up of small poles, were placed on twelve inch centers. The shingle width was usually four to eight inches.

The froe, used to split the shingle from the block, had a wooden handle. For a right-handed person this wood handle was held in the left hand. At the bottom of this twelve to fourteen inch long handle was attached a slightly curved wedge-shaped blade with a length of about twelve to fourteen inches. To make a shingle, the mallet, held in the right hand, was used to strike and separate the shingle from the wood block.

I could not find a definition in the dictionary for a froe, but this was the term used to describe the tool.

To the average person the everyday usage of the word shingle means "the short wooden boards used to cover a roof or sometimes applied to the wall of a house." Strictly speaking these are shakes rather than shingles. Webster defines a shake as "a shingle split from a piece of log usually three to four feet long," whereas, a shingle is "a small thin piece of building material often, with one end thicker than the others, for laying in overlapping rows as a covering for the roof or sides of a building." Shingles are usually sawed, rather than split.

The oak, shake, roof applied to the house lasted for about 35 years.

Several years ago I visited Old Salem in Winston-Salem, N. C. While

talking to one of their craftsmen, I learned why the shingle (shake) roof did not leak rainwater when it rained. My reasoning was that if you could see sunlight or moonlight through holes in the roof, then rainwater should come through the roof holes. The craftsman explained that as the rainwater ran down the roof, it started tumbling or rolling when it ran off the first shingle onto the second. The short shingle length was used to break the surface tension causing a rolling effect rather than the effect of water running or seeping into one of the holes. Of course, the roof pitch or steepness is also a factor.

Tale of Two Towns At The Crossroads

Two towns in North Mecklenburg, Cornelius and Davidson, are presently growing and developing along parallel paths. These paths or patterns of growth can be better understood if they are examined on the basis of being one large community or town.

Nothing in this article should be construed as advocating the combining or merging of these towns. This article will be presented to show how growth in one town is fulfilling the need for both towns, so that the development is not being duplicated in each town.

To better understand this condition we need to review prior development or recent history. For 60 years, from 1920 to 1980, the largest and greatest export of both these towns was its young people. In both towns, for factory employees, the number of people per household or family unit was larger than the county average. In both towns, employment that was not college-related was primarily in textiles or service-oriented.

Population figures show this trend.

Year	Population U.S. Census	
	Cornelius	Davidson
1920	1147	1156
1930	1230	1445
1940	1195	1550
1950	1548	2423
1960	1444	2573
1970	1267	2931
1980	1460	3241
#6/30/87	2287	3782
*6/30/88	3000	3900

#Estimate by N.C. Dept. of Administration

*Estimate by Author

This slow growth for the 60-year period--Cornelius, 315 people or five per year (1/5 of 1 percent), and Davidson, 2,085 people or 35 per year (2 1/2 percent)--can easily be explained. As young people grew up, graduated from school and entered the work force, jobs and housing in both towns was not available. This problem was solved by these young people voting with their feet and leaving both towns. It is true that during the latter part of the period some commuting to other towns did occur, but this was very limited because homes were not being built to serve this market or these people.

When Lake Norman was completed in 1963, events were set in motion to change both towns. At first, the effect of Lake Norman was very little, but then a gradual, continual and ever-increasing growth pattern emerged. Development of the Lake Norman shoreline occurred first, then construction on lots with a view

of the water.

There were several triggers for this growth. People discovered that by using I-77 North Mecklenburg was 30 minutes from downtown Charlotte. The McDowell Creek wastewater treatment plant was completed. There was a fundamental change in the county Land Use Plan. Other factors were conducive to this growth but those mentioned above were the primary forces.

The watershed year for change was 1985. Based on building permits issued, growth in North Mecklenburg over the past 18 months has been increasing at the rate of 9 percent per year. To accommodate this growth in housing, business and retail outlets were needed. The type and location of this growth revealed the one-community concept.

Davidson, unlike most small towns, wants to remain small and keep its unique historic downtown area. Therefore growth at best is tolerated. The prevailing attitude can best be expressed as "what we have was good enough for pa, good enough for me, and I don't want any changes."

This is a worthy idea, but not a course of action since changes affecting the town, both directly and indirectly, are going to occur and are already occurring.

Both towns have much pride in their downtown business and commercial areas. Both have buildings of historic significance that should be preserved to keep their unique and quaint character that make them attractive to people who do not like a more cosmopolitan area.

But Cornelius, unlike Davidson, differs on the growth concept. Cornelius encourages and seeks growth. This idea probably derives from the economic stagnation mentioned earlier and the desire to make earning a living a little easier. Over the past three years Cornelius has been rewarded with growth and development.

Yet a word of caution is needed. Within the past three months this growth concept has been questioned, though it has not yet been challenged.

With this background, let us see how these parallel needs are being met.

Since Davidson does not actively seek additional single-family housing, this need for both towns is being met by home construction in Cornelius--an example is the Wellesley subdivision.

Both towns, especially Davidson, where I estimate the median age of people to be about 45 years old (county average 30 1/2 years), have a need for housing for the elderly. This is known as the "greying of Davidson and Cornelius." This need is being met by construction of the 201 unit, The Pines retirement community.

And both towns have a need for housing for young, upwardly mobile families. This need is being met primarily by apartment construction in and around Cornelius. Public housing needs are being met by each town, Davidson by the 72-

unit Lakeside Apartments and Cornelius by the Village Apartments. Police and fire protection are the responsibility of each town, but this protection is buttressed by mutual assistance. Cultural and athletic entertainment is provided by the two schools plus events by Davidson College.

The growth impact on schools is quite different, but this parallel growth idea still holds. School enrollment in Davidson had been declining but is now stable, while that in Cornelius has been growing, even though a school boundary change was made several years ago to transfer students from Cornelius School District to Davidson School District. The Davidson school even had spare classrooms available since it was the last county school constructed before the consolidation of the Mecklenburg-Charlotte School System and the system went to the 6-3-3 school educational system.

A special situation exists in the Lake Norman Company condominiums west of Davidson, approximately 300 units. A high percentage of these units are used as second homes and, as a consequence, there are very few students from this development to attend school, usually two to four pupils per year.

Perhaps the best example of needs for both towns being met by development in one town is normal daily commercial and business activities such as restaurants and grocery stores. Cornelius has eight or 10 food outlets or restaurants, while Davidson has three. Both towns have adequate banking facilities, Cornelius with five and Davidson with three plus two branches.

Past zoning action, and to a lesser extent, changing market conditions that drove normal growth to Cornelius, has brought about the situation that a loaf of bread or a gallon of milk cannot be purchased in Davidson, except at the Davidson College Student Union. Therefore, groceries must be purchased in Cornelius.

Cornelius has two inns, whereas Davidson has none. The Davidson business district is primarily specialty stores.

Cornelius is the commercial center for North Mecklenburg and is destined to grow. Huntersville, with its huge sphere of influence boundaries, will become the commercial, and probably the manufacturing center, for North Central Mecklenburg. Within 25 years, one strip town centered along the I-77, U.S. 21, N. C. Highway 115 and the Norfolk-Southern Railway corridor should develop. This development, along with growth north of Charlotte, should produce a megalopolis.

This unified growth concept has helped Davidson maintain its small size and unique character, but it has probably run its course and may be ending. The growth in North Mecklenburg, in addition to growth already occurring in Iredell County, will pose great problems for Davidson in its desire to keep its small town atmosphere.

Two paths are available to meet this threat of being submerged and losing the town's identity. Planning and zoning action can help direct growth, not control growth. If carried to extremes this action could result in Davidson becoming an island or enclave. The timing for this would probably occur later than the other path. But the island concept has pitfalls, such as an inadequate tax base to support required, city infrastructure, i.e. roads and waste water

facilities. Whether this concept is viable is questionable, since the number of housing units in Davidson has increased by about 60 percent in the past five years. This equates to change. If the reactionary island concept is a possibility, the town would have to severely limit any future residential growth - a very difficult course of action.

This writer does not know whether the island concept could preserve the desired quality of life, which is one of the primary reasons for seeking to direct growth, but he believes it would be extremely difficult.

The other path available to Davidson is to continue on the path of moderate, selective growth with emphasis on quality. This path means that over a period of time changes will occur. The danger of this path, as well as the other, is that the town could become cosmopolitan and lose its unique character.

Which path will the residents of Davidson take? Past action indicates the path of moderate, selective growth. After all, the existing population is aging and change is already occurring.

Note: This analysis was made in 1988. Time will tell whether the author used a crystal or foggy ball for his view of the changes.

How Skills are Passed on to Younger Generation

About a year ago my grandson, Jeff Hybarger came to see me and said, "Pawpaw I can't get my shop building square and level." Jeff was in the process of moving from Davidson to Lincoln County near East Lincoln High School.

Jeff's statement took me back in time to about the age of twelve when my father Marvin H. Brotherton and my grandfather, Sidney Allen Brotherton needed a farm storage building and proceeded to build one. I was "invited" to join them.

Materials to be used in the construction were fieldstones for the foundation and rough sawn (sawed) dimension lumber that had been cut from the farm. Dimension lumber is lumber that has been sawed and/or finished to certain sizes. Framing lumber is cut in depths of 2 inches, 4 inches and 6 inches, while its width is 4,6,8,10 and 12 inches. The standard length of dimension lumber varies in two feet increment's from 8 feet to 18 feet. Boards have the same width and length, however, the depth of boards is usually one inch thick. A by-product of the sawing process occasionally produces a 5 inch wide board which is also a standard width board.

Holes were then dug and the corner stones and batter (marking) poles were placed in their appropriate location. It was then explained to me that the size of the building would be "square" or a rectangle when the diagonal measurements from the corners were the same length.

Another skill taught to me that day, was how to get the building level. The proper way to get a building level was to use a garden hose of at least three-fourths of an inch in diameter. The desired level of the building was selected and the hose attached to a batter board. If the land was not level, then this desired level should be on the highest part of the land. This would prevent soil excavation. The other end of the garden hose was then placed at each of the other corners. The hose was then filled with water at each corner. When the hose was full of water and the water did not run out of the hose, the level was marked on the board placed at the corner. This method was a crude water level.

My instructors did not know why a one-half inch garden hose would not work. They did not know about the friction within the hose.

Other tools are available today that simplify some of these methods.

Today the work force in our society, seldom presents the opportunity whereby younger members of the extended family group can be taught certain skills and crafts that have been handed down from previous generations. Some of the most important elements missing from the extended family relationships is that the sense of family history, exploits and genealogy are not being passed on to the younger people. Traditional values and religious values also suffer.

Values of the extended family group work in both directions - from the

older member to the younger members. An older member that has not had the opportunity to teach his children or his grandchildren how to fish, has missed one of life's great joys and rewards.

North Mecklenburg Growth

In 1984 and 1985 a committee chaired by Winfred R. Ervin, of Lake Norman, was charged by the Mecklenburg County Commissioners and the City of Charlotte with updating the land use plan for Mecklenburg County. The purpose of this committee was to develop plans, goals, objectives, strategies and tools for land use and development for Mecklenburg County through the year 2005. This plan was approved and adopted in 1985. It is known as The 2005 Generalized Land Use Plan for Charlotte-Mecklenburg.

This plan divided the county into seven planning areas, one of which is North Mecklenburg. The plan for each area had short-range, mid-range and long-range strategies with the time frame being 1986-1990, 1991-1995 and 1996-2005.

Background information for this plan recognized that growth in Mecklenburg was concentrated in the eastern and southern part of the county. In fact, this growth was spilling over into South Carolina. To keep this growth within the County, strategies were developed for "Balanced Growth". The plan was to direct part of this growth to the north and northeast. Tools to be used to redirect this growth were primarily infrastructure -- roads, sewer and water plus rezoning and other governmental action.

We need to review the background and strategies as they relate to North Mecklenburg. This review is necessary to see how the plan is working, and to see what changes are needed. A previous article enumerated the explosive growth taking place -- a recent growth rate of 3/4 of 1% per month or 9% per year. This review is needed as growth occurs to protect our historical heritage and improve or at least protect our quality of life.

One of the strategies was to create a business enterprise zone at Sam Furr Road and U.S. Highway 21. This zone would provide jobs and drive residential growth. Due to local opposition and lack of a traffic interchange at the Sam Furr Road intersection with N. C. 73, U.S. 21 and I-77 this short range objective has not been started. However, two new employment centers--the NCNB Business Park, west of Huntersville and the fast developing commercial center on the western part of Cornelius are serving the same purpose. A traffic interchange in this area is a must, if the 5 mile dog leg feeding traffic through the commercial center of Cornelius on N.C. 73 and the dangerous intersection at N.C. 73 and U.S. 21 is to be corrected.

Plans for funding of roads are practically non-existent. The general statutes of North Carolina provide that the General Assembly is responsible for the construction, operation and maintenance of all primary and secondary roads in the state. Since rural, agrarian legislators from the eastern part of the state control the State Legislature, Mecklenburg County does not receive a fair share of state road funds, therefore, funding for our local road projects is practically non-existent. A good example of unfair road funding is Charlotte vs. Raleigh. The outer belt road around Raleigh was completed before a mile of belt road was built around Charlotte.

Meanwhile, traffic congestion continues to get worse--Torrence Chapel Road, Jetton Road, Beatties Ford Road, Catawba Road, Gilead Road are several examples.

Progress has been made on water lines. A trunk line linking Charlotte and Davidson-Cornelius has been completed on Highway 21. This was completed on Highway 21. This was completed in the short range period.

Sewer lines from the McDowell Creek wastewater treatment plant have been extended to serve additional areas west of Cornelius that are within the McDowell Creek drainage basin. Several private sewage lift stations have been built.

A sleeping problem will have to be faced -- probably within ten years -- concerning wastewater treatment of homes in the Lake Norman Basin. These homes are presently served by septic tanks -- with a non-polluting life of about 25 years. It is only a matter of time until these systems start polluting Lake Norman. Other types of systems will have to be used. This will probably require a gravity drainage system and a pump station on each cove.

Other strategies--such as parks and greenways are still in the planning stages. The Plan called for establishing two parks, one in the northeastern part of the county and the other off Jetton Road. Because of rapid changes in these two areas, the opportunity for establishing these parks may have already passed and citizens will be denied a desirable amenity. One thing is clear, if park is to be established, early action is imperative.

One thing needed for North Mecklenburg is more cooperation between the three municipal governments and the county government. A continuing exchange of ideas regarding needs and goals would not only focus energies on problems, but help identify future needs before they become future problems. At this point an old saying comes to mind, "A squeaking wheel gets the grease." we need citizen participation.

It is recognized that this list of problems and their treatment is brief. But from time to time we need to analyze where we are in relation to our goals and objectives and if necessary take corrective action. This is the only way we can preserve our heritage and quality of life in this era of rapid environmental changes.

Chairman, Economics Committee
North Mecklenburg Chamber of Commerce - 1988
and Ex Officio Chairman of the Davidson
Planning and Zoning Board.

Cornelius Depot A Product Of Battle Between Buyers

This picture of the Cornelius Railroad Depot was made circa 1915.

The writer is indebted to Mack White, Jr. of Davidson, N. C. for sharing this part of history of Cornelius.

Mack White, Sr. was employed part-time by the depot agent to build fires in the heaters, and after school hours to run errands.

Claude Forbis, later, for many years operated Forbis Real Estate Company in Davidson at 106 South Main Street.

In a personal aside, the writer of this article, opened Brotherton Realty Company in part of the same building in 1971.

The Depot building was located between the Railroad and North Main St. where a paved parking lot now exists or opposite the Cornelius Town Hall Annex or Police Department location. A railroad spur track was on the north side. The Old Brick Row was about 100 feet to the south of the building. The Atlantic, Tennessee and Ohio Railroad or A.T. and O. Railroad from Charlotte to Statesville was opened to traffic on August 18, 1856 (Mooresville Centennial, Book, p. 1). The rails from the railroad were removed in 1863 for use in Virginia during the Civil War. These rails were replaced during the Reconstruction Period and Railroad service was resumed by the Railroad in 1872.

According to LeGette Blythe in his book, Hornet's Nest, p. 420, a battle between two Davidson cotton buyers, the R. J. Stough Company and the Sloan Brothers erupted over the issue of an official cotton weigher. R. J. Stough wanted the buyer to weigh his own cotton. The election in Davidson was for an official weigher. The R. J. Stough Company then, in 1888, went south of Davidson to what is now Cornelius and opened a cotton buying office, where they could do their own cotton weighing.

The R. J. Stough Company probably hauled their cotton from Cornelius to Davidson after they started buying cotton in Liverpool (now Cornelius). This trans-shipment of the cotton from Cornelius to Davidson was probably expensive. The author's opinion is that sometime, circa 1890, the Cornelius Depot was built and the cotton shipped directly from Cornelius.

A closer examination of the Cornelius Depot shows that the picture was made with the cameraman facing north.

Utilities shown in the picture are power lines and the Western Union Telegraph Company lines.

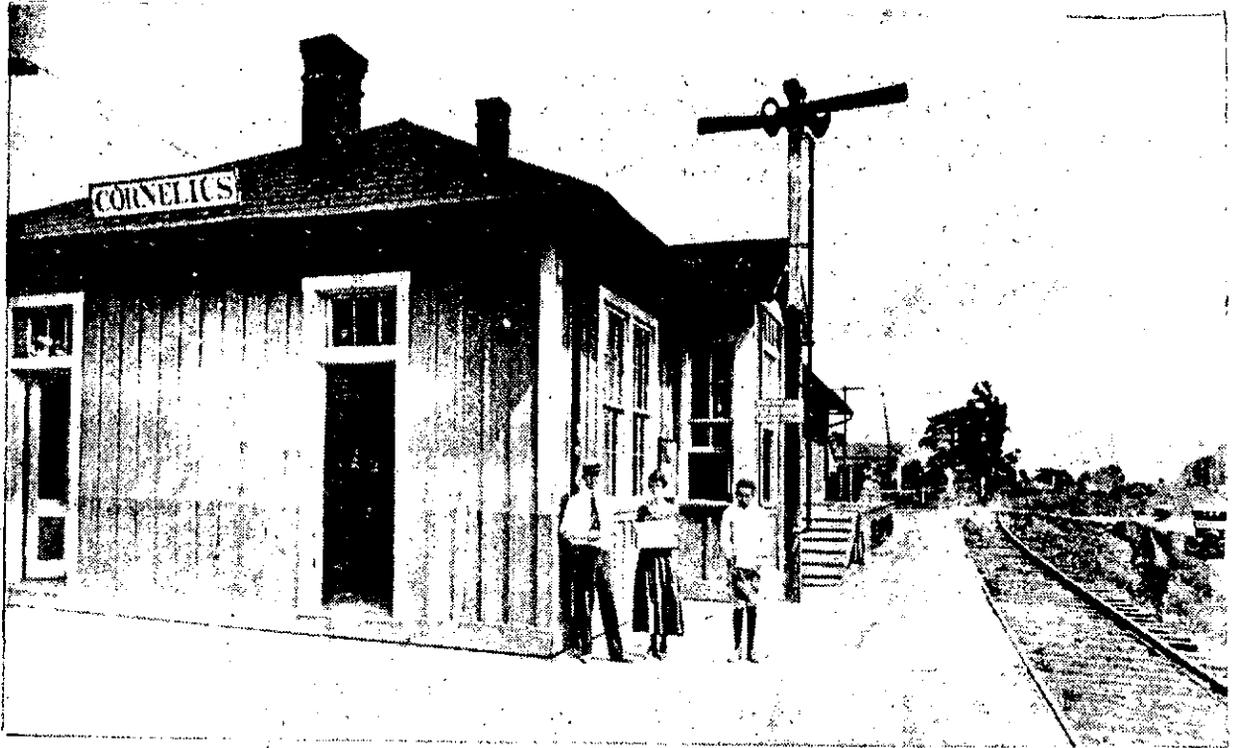
The power lines, shown crossing the railroad, about 300 feet north of the station, are still located in the same place today. The Cornelius power feed came from the Duke Power Company high voltage transmission line east of Cornelius to a power transformer bank located just west of where the line crossed the railroad.

The five wires shown on the telegraph crossarm reveal that the line

probably had five operating circuits since five pins are shown on the crossarm, and five wires are shown in the left side of the picture.

According to Ken Caldwell of Davidson the area around the depot was used as a place where medicine shows were held by sellers of snake-oil and yother elixers, or cure-all remedies. Salesmen, with their singers, pitched their wares from a partially covered wagon, and later from a platform built on the bed of a Ford Model "T" truck.

When this building was demolished circa 1975, the failure to save its destruction was a missed opportunity to preserve a part of the history of Cornelius.



CORNELIUS RAILROAD DEPOT – Depot Agent Claude Forbis (left to right), Mary Hollar Forbis, and 10-year-old Mack White Sr. are pictured in front of the Cornelius Railroad Depot circa. 1915. (Photo courtesy of Mack White Jr.)

Growth in North Mecklenburg

North Mecklenburg Population 25,000

North Mecklenburg County, historically referred to as the northern part of Mecklenburg, became a political entity when the dust settled and an agreement was reached in 1983 between Davidson, Cornelius, and Huntersville and the Charlotte-Mecklenburg Utility Department, the City of Charlotte, and Mecklenburg County.

Geographically, North Mecklenburg consists of U.S. Census Tracts 62.01, 62.02, 63 and 64, or roughly the land situated north of an east-west line drawn across Mecklenburg County about one mile south of North Mecklenburg High School, or the land north of Eastfield Road, Alexander Road, Mt. Holly-Huntersville Road.

Traditionally, growth in North Mecklenburg, for the first 85 years of this century, was slow. The primary factor causing the slow growth in this agrarian area was large families and small farms. The farms were too small to subdivide and remain economically productive. This caused migration from the farms to cities. A few industries, such as textiles, were established, along with several that were used to process farm products. As a result of this out migration, the population of North Mecklenburg remained relatively stable.

Forces within this county were at work to upset this equilibrium. Growth outward from Charlotte was reaching the South Carolina boundary. The Mecklenburg County Land Use Plan was reviewed in 1985-1987 to establish goals and objectives for land use for the next twenty years. This plan was known as the Mecklenburg County 2005 Land Use Plan. The primary objective of this plan was to direct growth into the northern part of Mecklenburg County. The tools to be used were infrastructure and zoning. For marketing purposes, this directed growth was packaged and sold as "balanced growth."

With this plan in place, results were apparent at the end of 1988. The population curve started accelerating. Based on residential building permits issued and verified by the 1990 U.S. Census Population data, this growth has been constant and slightly accelerating since the watershed year of 1987.

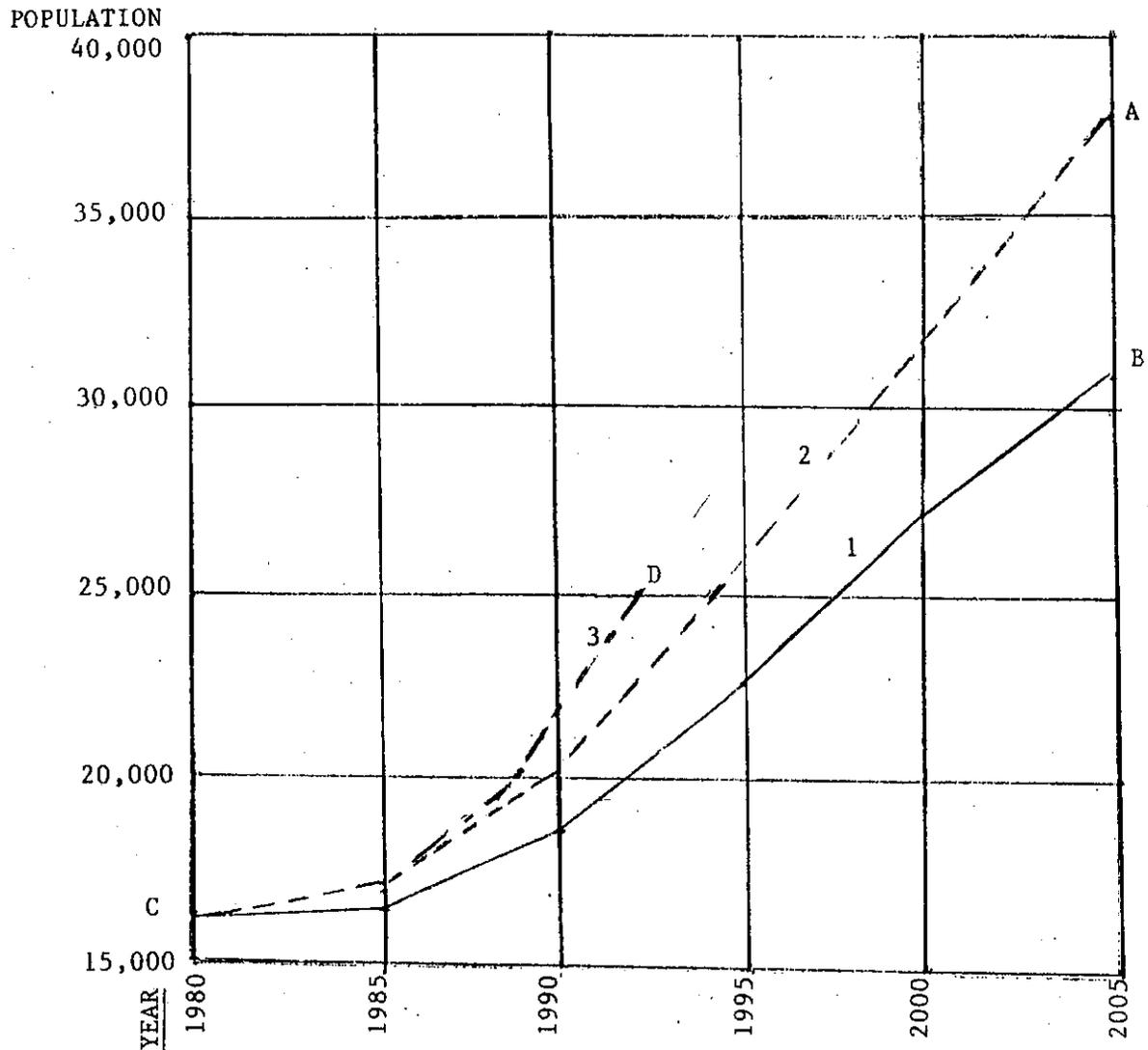
Population for North Mecklenburg for the 1990 census count was 22,220, of which 87.5 percent was white. The estimated population for January 1, 1992 was 25,000.

NOTE: A Map showing the physical boundaries of North Mecklenburg is shown with the article 9,000 Residential Building Lots Approved in Ten Years.

Growth in North Mecklenburg

PROJECTED VS. ACTUAL

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1. Forecast-2005 Land Use Plan-No Stimulation.
2. Forecast-2005 Land Use Plan-Balanced Growth or Directed Growth to North Mecklenburg.
3. Actual Growth Based on Residential Building Permits and Population Count for 1990 Census.
4. See Map for Area
 - A = 37,000
 - B = 30,993
 - C = 15,772
 - D = 25,000 Estimated
5. Estimated 9-1-93 - 27,500

Caldwell Presbyterian Church - Old Black Cemetery

The writer, when searching for other old black cemeteries in the Lake Norman basin, was disappointed at finding so few in number. Some of the older Presbyterian churches had a section of the cemetery set aside for blacks; just as they usually had a balcony within the church where the servants (not identified as slaves) worshipped.

A second generation black church in the area is the Caldwell Presbyterian Church. This church was located in northwest Mecklenburg County about two miles east of the Lake Norman Dam on the south side of N. C. Highway No. 73, just west of its present day junction with Beatties Ford Road. The church has been destroyed, but the cemetery remains. The date on the church marker is inscribed:

Caldwell Presbyterian Church Cemetery founded in 1800. In memory of Harmon Davis 1989. Presented by his family.

The writer estimates this cemetery to be about one acre in size. Although the cemetery is well maintained, there are indications that indicate a number of graves that do not have markers. No doubt, these are the older sites. The newer grave sites, with recent granite markers, date from about a generation after the slaves were freed. Surnames on the markers reveal a trend that probably started about the time of the freeing of the slaves. The surnames are the same as some of the larger plantation slave owners on both sides of the Catawba River which now comprise Lake Norman.

Names associated with or prominent on the west or Lincoln County side are: Graham, Gabriel, McCorkle, Burton and Abernathy.

Names associated with the east or Mecklenburg County side are: Wilson, Henderson, McCauley, Potts, Hatchett, Torrence and Knox.

The writer does not know on which side these names should be placed: Gaston and Black.

These names from both sides of the Catawba probably indicate marriages from families on both sides of the river. It also reveals the relocation after freedom as economic conditions led people to move.

According to Rev. G. D. Burke of Charlotte, N.C., Caldwell Presbyterian Church was merged with the Huntersville Presbyterian Church, by Catawba Presbytery. The merger resulted in the formation of the New North Mecklenburg Presbyterian Church which is to be built at some future date.

Charlotte Skyline Brings Memories

Recently, as a patient at Presbyterian Hospital in Charlotte, I had an unobstructed view of the Charlotte skyline. This scene brought to my mind my first visit to Charlotte.

The year was the summer of 1940. I was a rising senior at the Rock Springs High School in Denver, N. C. The Rock Springs School was the successor of the Denver High School. The Rock Springs School was later to become East Lincoln High School.

Farming was the predominant occupation of the area. There was a six week interval between the time cultivation of crops was completed and the harvest began. This was the time when most teenage pupils had time to do as they pleased.

I needed some money to pay for the forthcoming senior class trip to Washington, D. C. The only work available was cutting logs for the local sawmill. The pay was one dollar per day.

Part of the Lake Norman area, especially the area of rough terrain, was still in forests. The timber of these forests had been previously cut or harvested about the turn of the century. The Burton Plantation owned by the Young sisters of Davidson contained 844 acres. This plantation now known as Westport I, II, III and Governor's Island, had a large amount of timber that was being cut into lumber by the Sully Perkins family. About 4 million board feet of lumber was cut in a five year span circa 1938-1943.

The job that I had was cutting logs by a work party of three people. Two people used a crosscut saw to cut the tree down and then saw the logs into standard lengths. The third member of the team was the person who notched the tree, prior to felling the tree, and who cut off the limbs.

The place where we were cutting logs was in the small valley, southeast of N. C. Highway 16 at its intersection with Fairfield Church Road - about one thousand feet east of this intersection. Most of the tree types involved were pine and oak.

This small valley had one unique feature. It was the only place I knew of in Lincoln County where forest pines still grew. Forest pines were the original pines of the virgin forests. These mature loblolly southern pines were the majestic giants of the forest. Some of the giants grew to a diameter of forty inches.

If I cut a tree today, I still remember cutting these giants in this timber mining operation.

The only other place that I knew of where these forest pines grew was on the east side of the Methodist Home property in Charlotte, N. C. adjacent to Windsor Park. When this area of Charlotte was being developed, I was the engineer planning telephone service for the area. In order to provide for utility lines between the Methodist Home and the Windsor Park Subdivision, three

of these forest pines had to be cut. Since the Methodist home had no use for the three pines they were given to Elder Eugene Hastings of Calvary Presbyterian Church. Gene Hastings was the operator of a sawmill. These trees were then converted into lumber.

The last time I was in the area, which was several years ago, some of these forest pines were still growing there.

One summer day when it was too rainy to cut logs, I bummed a ride on the lumber truck used for hauling the lumber to Charlotte where it was sold. The lumber was delivered to the Old Charlotte Baseball Park at Griffith Stadium. This baseball stadium, which was torched by a juvenile circa 1985, was being enlarged. The lumber was to be used for increasing the seating capacity of the stadium.

The comparison of the view from the hospital window and the view from the truck on South Boulevard were quite different due primarily to the fifty year time interval.

9,000 Residential Building Units Approved in 10 Years

Anyone who revisits North Mecklenburg after being away for ten years would be amazed at the growth that has occurred. According to unofficial reports from the Charlotte-Mecklenburg Planning Commission, data refined and updated by the Urban Institute of UNCC, approval has been granted by authorities of the four political entities for 8,927 units of housing, in sixty-five subdivisions, in North Mecklenburg since Jan. 1, 1983 through March 31, 1992. The four political entities that grant approval are Mecklenburg County Commissioners, and the Board of Commissioners for Cornelius, Davidson and Huntersville.

North Mecklenburg consists of three United States census tracts: 62.01, 62.02; 63 and 64, as shown on the map. This map also shows origin and destination zones, or subdivided census tracts. These "O" and "D" zones give a better picture of where residential zoning changes and construction are occurring.

Generally speaking, the North Mecklenburg area consists of that part of Mecklenburg County that is situated north of an east-west line drawn across the county about one-half of a mile south of North Mecklenburg High School. More specifically, this is the part of the county north of Eastfield Road, Alexandriana Road, Mt. Holly-Huntersville Road to Beatties Ford Road and northwestward up Beatties Ford Road to Gar Creek and thence along Gar Creek to Mountain Island Lake.

The catalyst for this growth was the Mecklenburg County 2005 Land Use Plan. The purpose of this plan was to direct growth into North Mecklenburg using the tools of infrastructure zoning, planning, utilities and enterprise zones. This plan was marketed as "Balanced Growth." The results as shown in this article attest to the success of the Plan.

This growth, for an eighteen month period in 1988 and 1989, resulted in permits issued for dwelling unit construction to reach the astonishing growth rate of 17 percent per year. The past seven-year growth rate, if sustained, will make it extremely difficult for the three towns of Cornelius, Davidson and Huntersville to maintain their small town-identity or an identity of any type other than a megapolis.

This area, which had 15,772 people in the 1980 census had grown to 22,220 people in the 1990 census. The author estimates this area had 25,000 people by Jan. 1, 1992.

The 2005 Mecklenburg Land Use Plan figures show that the population for North Mecklenburg would grow from 16,333 in 1985 to 37,000 by the year 2005. This population of 25,000 on Jan. 1, 1992, compares with the 2005 Plan target of 22,500 people for Jan. 1, 1992. Thus, the actual growth is 10 percent above the target growth.

As shown by the attached map the heaviest concentration of growth is taking place adjacent to Lake Norman in areas 428 with 1650 units; 429 with 1,211; and area 431 with 1,056 units. As expected two of these areas, 429 and 431, have a total of 1629, or 60 percent of the total multifamily homes approved for North

Mecklenburg subdivisions. Area 429 is the area west of N.C. Hwy. No. 73 and south of Nantz Road; while area 431 encompasses the Torrance Chapel Peninsula. Thirty percent of all sites are zoned for multifamily use.

Area 428 with 1, 150 approved sites had no multifamily subdivisions. this area adjoins N. C. Hwy. No. 73 on the south and east sides.

Two factors are primarily responsible for slowing the rate of multifamily approvals. Multifamily housing in areas 429 and 431 were first approved under County Zoning Ordinances when the land was zoned Resort-Residential which permitted up to sixteen units per acre. This density per acre has now been changed. The other factor involved in less density -- especially multifamily density -- evolved as the three municipalities grew and annexed land either adjoining their city limits or used the method of island annexation. This annexation enabled the towns to extend their one mile perimeter zoning area. Generally, the zoning ordinances of the three towns are more restrictive and allow for less density than the former county zoning. The highest number of housing units per acre in Mecklenburg County is found west of Cornelius where Westmoreland Road crosses N. C. Highway #73 in the Admirals Quarters Project. These units were built under County Zoning when the area was zoned resort residential which permitted sixteen units per acre.

This density in the Davidson area, where some desirable use is one or two-acre lots, will result in urban sprawl when the in-fill land is subdivided. One result will be much higher utility costs per unit; while another will be to develop an elitist community. When development occurs on one or two-acre lots, the land costs are usually so expensive that very large homes are usually built. Traditionally, land costs as a percentage of total costs in Mecklenburg County run about 18 to 20%. One factor that will probably result in increased density for these one acre tracts will be the change in the zoning authority. Perimeter zoning of the three towns will be different from the county zoning. The real changes will occur when specific use proposals are submitted by owners or developers for approval. When amenities are provided, then the density will probably increase.

Cluster type residential development is an alternative method that preserves open space and greenery that should be considered.

On March 31, 1992, ten subdivisions were waiting for approval to the governmental authorities.

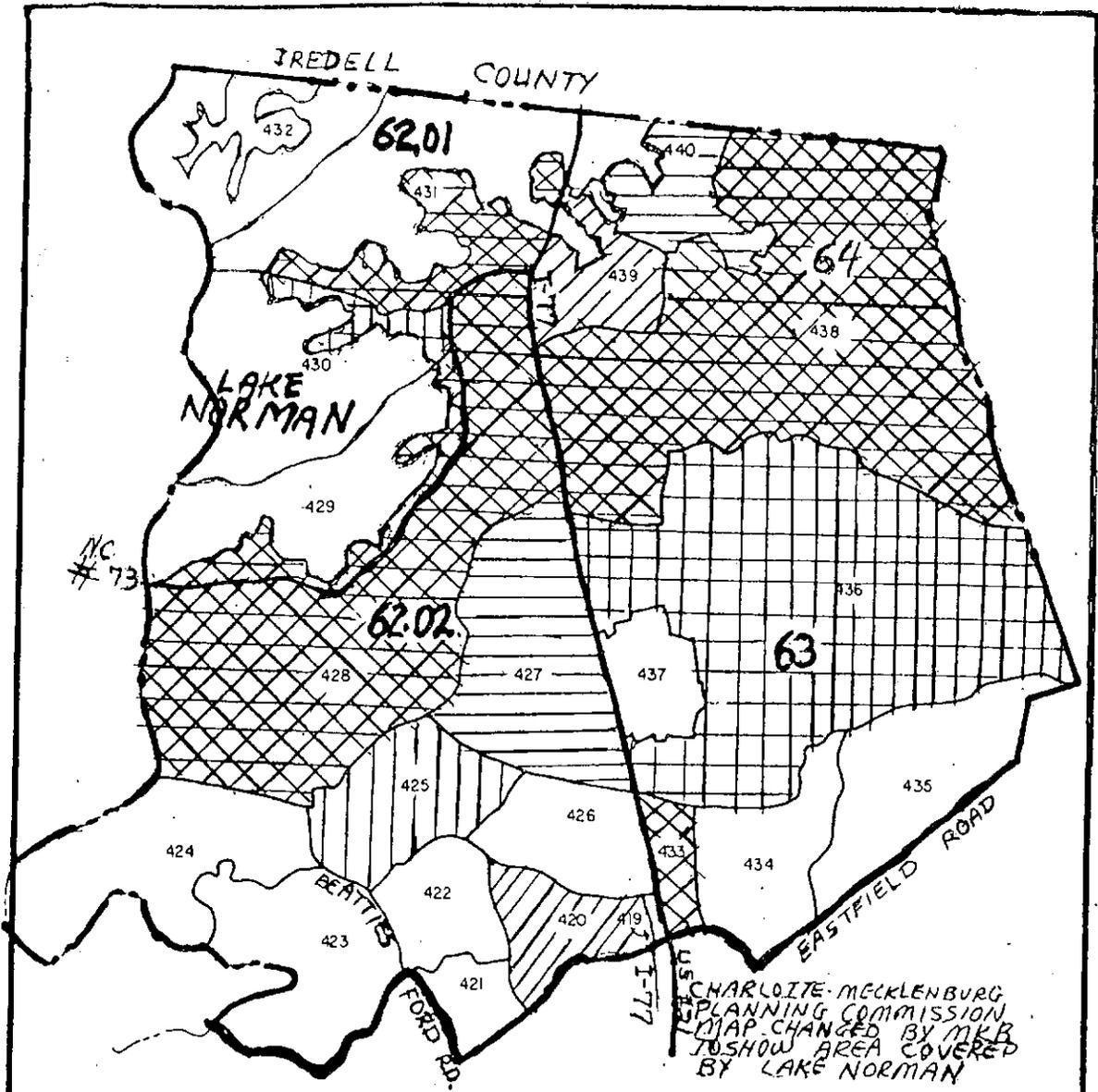
North Mecklenburg Unofficial Development Since 1983

O & D Zone Development	Developer	Total Planned Units	# of Completed Units	Single Family	Multi Family
429 Admiral's Quarters Condos	Lake Norman Dev. Co.	269	120		X
431 Blue Stone Harbor	Landcraft	161	0	X	
429 Blythe Pointe	Toney Lee, Inc.	10	7	X	
428 Bourdeaux (Vineyard Pte.)	Lake Norman Co.	66	0	X	
428 Breckenridge Section 1	Rush, Kel Inc.	34	34	X	
428 Breckenridge Section 2	Hobart Smith Constr. Co.	43	43	X	
420 Carronbridge	Ralph Squires	110	85	X	
429 Catanna Bay	Futrelle Dunne	17	5	X	
425 Cedarfield (All Phases)	Caroleen Companies	838 (478)	636	X	
429 Chapel Point	Landcraft	24	5	X	
436 Crown Ridge	Eastwood Homes	153 (68)	15	X	
436 Crown Ridge	MA Homes	29	20	X	
440 Davidson Landing	Lake Norman Co.	409	409		X
429 Dockside (Vineyard Pte.)	Lake Norman Co.	42	42		X
429 Gilead Woods	J.W. Kidd	14	0	X	
428 Glen Furness	Klutts Homes	41	31	X	
436 Greenfarms	They Howey Co.	90	74	X	
432 Grey Friars Cove	Crescent Resources	9	5	X	
425 Hambright Woods	Hagar, Irvin / Lonnie	29	0	X	
431 Harbor Place	Summit Properties	290	0		X
425 Hunter's Pointe	Eastwood Homes	27	27	X	
433 Independence Hills	Alkis Crassas	961 Total	0	687	274
429 King's Point Condos	Kennedy Development	94	60		X
432 Lake Norman Yacht Club	Lake Norman Yacht	4	4	X	
429 Lookout Point	Martin Development Group	48	48	X	
428 Magnolia Estate	William Trotter	140 (59)	55	X	
428 Norman's Shore	Klutts Homes	42	37	X	
428 North Crossing	Tom Webb	600	0	X	X
429 One Hundred Norman Place	Lake Properties	90 (31)	57	X	
431 One Norman Square	Mayfield Development Corp	192	0		X
438 Oxydendrum (Phase I)	Haring, James W	18	8	X	
438 Pages Pond	Robert Bowan	21	6	X	
431 Patricks Purchase	Kimbrough	79	25	X	
430 Peninsula	Crescent Land / Timber Co.	600 (203)	25	X	
429 Pointe Regatta	Regatta Group	49	31	X	
438 River Run at Davidson	River Run Ltd.	712 (299)	20	X	
436 Shepard's Vineyard	Squires Homes	281	261	X	
440 Spinnaker Cove	Lake Norman Co.	39	39	X	
429 Sterling Pointe	Lake Norman Co.	288	0		X
431 Stough Farms (Alice's Add.)	Kimbrough	19	16	X	
429 The Arbors (Vineyard Pte.)	Lake Norman Co.	72	36		X
429 The Moorings (Vineyard Pte.)	Lake Norman Co.	48	24		X
428 Torrance Crossing	Squires Homes	184 (94)	92	X	
429 Vineyard Pointe	Lake Norman Dev. Co.	80			X
440 Waterford Point	Goode-Kramer	50	29	X	
439 Wellsley Village	Hobart Smith	100	93	X	
439 Wellsley Village	Squires Homes	100	30	X	
439 Willow Pond	Fortis Homes	65	30	X	
436 Willowbrook	Remax Lake / Land	105 (75)	25	X	
431 Windward Condos	Ryland Homes	192	192		X
429 Wood Duck Cove	Lake Properties	66 (48)	34		X
427 Wynfield (Abberly)	Arthur Rutenberg	27	11	X	
427 Wynfield (Charterhouse)	Niblock	42	25	X	
427 Wynfield (Middletorppe)	The Howey Co.	55	41	X	
427 Wynfield (Oxfordshire)	Arthur Rutenberg	53	0	X	
427 Wynfield (Stoubridge)	Arthur Rutenberg	70	24	X	
427 Wynfield (Taybrooke)	Robert Ingram	62	5	X	
427 Wynfield (Thornbury)	Robert Ingram	65	49	X	
430 Yachtman Shores	Knox / Knox	12	12	X	
426 Yorkdale (Sec. II)	Donco Properties	57		X	
431 Bahla Bay		109	109		
431 Country Club Shores		14	14		
438 Davidson Acres		14	14		
437 Huntersville Apts.	David Drye	175	175		X
438 The Pines Retirement Comm.	Davidson Retirement 1	205	200	5	X
TOTALS		8782	3614	6325	2752

DATA SOURCES: Charlotte-Mecklenburg Planning Commission and Urban Institute at UNCC.

Whatever is in parantheses denotes Charlotte Planning figures

- 1 = Estimate By Author
- 10 filed for approved, but not yet approved
- Units completed change frequently



KEY

NUMBER OF SUBDIVISION HOUSING UNITS APPROVED IN NORTH MECKLENBURG 1-1-83 THROUGH 3-31-92

0-100	101-300	301-600
601-900	901-1300	= "D" AREAS

400+ NUMBERS INDICATE O & D AREAS

MAP SHOWING LOCATION OF GROWTH IN NORTH MECKLENBURG
KEN BROTHERTON 9-21-92

Growth North of Davidson

Exploding growth in the North Mecklenburg towns of Cornelius, Davidson, Huntersville and the Lake Norman community continues. This growth predominately multi-housing, is scattered in subdivisions between N.C. Highway 115 and Lake Norman, and since 1986, has been at the rate of 8-9% per year.

Davidson, because of geographical limitations, and other desirable features has development on its eastern side. River Run Golf Course and Country Club, a 855 acre project with 712 homes to be built, is being developed by EDGECO Development Company by a team under the leadership of Donald Cheek, land planner, and Project Manager Robert Walker. Street paving is proceeding in an orderly manner and the clubhouse is under construction at this time.

Growth and development west of Davidson continues also. The Lake Norman Company continues to build condominiums west of Interstate I-77. Zoning approval and land use plans for the land between Lake Davidson and I-77 on both sides of Griffith Street have been approved by the Davidson Planning and Zoning Board and the Town Commissioners. Infrastructure is almost complete. Construction has started on a service station on the south-west corner of Jetton St. and Griffith St.

Plans for this Lake Norman Company project contain: 660,000 sq. ft. of office space, 330,000 sq. ft. of retail, hotel and outparcels; and 22,0,000 sq. ft. in 147 units of apartments; for a total of 1,210,000 sq. ft.

To get a better perspective for the size of this project, broad gauge cost, including land, will probably cost \$125 per square foot. If true, this project would cost over \$150,000,000.

Davidson residents are fortunate to have a project of this size, that has been planned as a unit, by one company. To better understand this fact, look elsewhere and compare this type of development with other projects that have had many owners on about the same size parcel of land.

While attention has been directed elsewhere, development north and west of Davidson is underway. Some of the projects north of Davidson under development are:

- 1) Alexander Island - located northwest of Davidson on Langtree Road, this subdivision, being developed by Goode-Cramur Co. has 37 residential lots plus an access lot and utility lot.
- 2) Bridgeport - a development by the John Crosland Company, in three phases, approximately 81 acres with 187 lots. Phase I is underway.
- 3) Carson's Place Development by Carson Place Associates - Mabel Carson Ingram and Mary Katherine Carson. Phase I, 20 lots with an average of 3/4 acre each. Phase II is approximately 30 acres.
- 4) Langtree - The Howey Company 25 half acre lots.
- 5) Royal Pointe - By Waterside Investments - Dale Morrow, Davidson, N. C.

Zoned R-20.31 lots.

6) Davidson Point at Lake Norman - Graham Enterprises, Melvin Graham. This 28 acre parcel sold in 1988 for over \$1,000,000. Plans for residential development are now being formulated.

These subdivisions have several comparable items. All have private or community waste water treatment plants. Water systems are private or community systems. None have public water systems.

UPDATE-OCTOBER 1, 1993

Two events have occurred that have caused some changes in the land use and zoning plans for property west of Davidson. The Lake Norman Company went into voluntary bankruptcy and the state clean watershed Act became effective Oct. 1, 1993. As a result, ownership of some property changed and specific site plan use was approved by the three municipalities for the Lake Norman watershed. Generally speaking, the type of land usage was changed very little in areas that already had approved plans. The effect of the Act was to greatly penalize property owners who did not have specific plans for development in place, since the Act decreased the density of development.

Gaggle Of Geese Grows Gradually

For several years, early risers in North Mecklenburg have been greeted by honking sounds and beautiful sights of Canadian geese flying in "V" formations. One recent morning, 65 such geese were winging their way eastward over the Lake House Restaurant on N. C. Highway #21 to lake and grazing areas in the northeast Mecklenburg and Rocky River areas.

This natural sight of wild geese flying in the most populous county in the state, only 15 to 20 miles from a city of about 400,000, raises several questions. Foremost, where is the habitat of these geese? And why are they living in this area in the middle of winter?

The answers to these questions hark back to 1947, when Frank G. Parks, a Construction Supervisor, now retired from Southern Bell, fed three geese on two private lakes off Jim Kidd Road. These geese left for Canada each spring, but because they liked the food and the care Parks gave, they returned in the fall and wintered at these lakes. Since 1965, they have been staying all year.

The gaggle of geese has increased each year (in 1947 by three; 1948 by seven; 1949 by 11). This past spring and summer, 47 goslings were raised there. Now approximately 200 geese are wintering on the refuge.

Geese have a strong family structure. Nesting sites consist of straw or hay-filled tires lying flat on the ground. The nesting season starts in March, when the hen lays five to seven eggs in each nest. The eggs usually hatch during the first week of May, after a gestation period of four weeks. Geese are very aggressive when defending their young. When a gaggle swims on the lake, they swim single file, the gander leading, the goslings following and the hen bringing up the rear.

Over the years, geese have been domesticated. Surprisingly, their main food is grass, and grain is also a favorite. In the 19th century, some were used to weed crops. They were also useful as sentinels. Let a stranger approach, and they become noisy and give an alarm.

The habitat on Edward Kidd's land is a private refuge. The Catawba Wildlife Club works with the North Carolina Wildlife Association, which provides some grain for feed, especially when snow and ice cover land on the refuge or feeding areas.

Parks has been caretaker since 1947. Other officers of the club include president Richard Allison and secretary Hoyle Helms.

The club should not be confused with Cowans Ford Waterfowl Refuge, located to the west and northwest. That refuge is much larger, state supported and houses many geese, as well as deer.

Kidd, a former dairy farmer, has been growing beef cattle since the mid-1970s. His once 700-acre farm, in the family for over 200 years, now contains about 240 acres.

Many of the geese on the Catawba Wildlife Club are banded, and Parks says that one was found dead in Maine, and several were killed in Georgia.

Fifty years ago, seeing geese using the Catawba Valley flyway in the spring and fall was commonplace. Then, as more habitat was destroyed, these sightings practically disappeared.

With care, conservation and dedicated people like Kidd and Parks, these beautiful fowl can remain in the midst of the most populated area in the state for everyone to enjoy.

Note: Frank Parks died of a heart attack, the day before this article was published in the Lake Norman Magazine.

A Good Investment

On July 14, 1955, the late D.L. Phillips (Dwight) of Charlotte, N. C. and his wife, Louise, purchased from Mary L. Young of Davidson, N. C. the Alfred M. Burton farm.

Alfred M. Burton, the son of Robert H. Burton was born September 9, 1785 and died February 12, 1857. (Tombstone inscription-Unity Presbyterian Church in east Lincoln County). Robert H. Burton was the uncle of N. C. Governor Hutchins Gordon Burton, 1824-1827. Since Gov. Burton's parents died when he was young, Gov. Burton, as a boy was reared on Alfred's plantation. The first owner of the property, John Beatty, sold the property to Alfred Burton. The property, descended by will, from Attorney Alfred Burton to his daughters Mary L. Conner, wife of U.S. Senator, Henry W. Connor of Terrell, N.C., and Frances C. Burton (1856). Frances willed the property to her nephew Alfred B. Young in 1891. Alfred died in 1908 and left the property to his daughters Lizzie C. Young and Mary E. Young. Lizzie died in 1942 and willed her half interest to Mary L. Young. Lizzie and Mary lived in Davidson, N. C.

The D. L. Phillips Co. purchase price of the plantation (farm) was \$1,000 and other valuable consideration. Tax stamps on the deed, \$44, indicate a total value of \$44,000 for this property containing 843.9 acres in Lincoln County. Deed book 301, page 623.

Today this property can be identified as consisting of Westport I, Westport II, Westport III, Governor's Island, and the Westport Golf Course, plus most of the land under Burton Creek. It also included land east of Governor's Island (Burton Island) to the former Catawba River and the western terminus of Beatties Ford.

The eastern boundary of the property was the Catawba River, the western boundary extended to within 50 feet of N. C. Highway No. 16, at the Fairfield Methodist Church Road entrance. The North-South boundary was about 1 mile wide. The property included most of Burton Creek, now a part of Lake Norman.

The sale price for lots on Governor's Island range in price from \$225,000 to \$350,000. Other waterfront lots in Westport start in price at over \$140,000.

When Mary L. Young died Jan. 3, 1967, her fortune was distributed as follows: Special Bequests - \$50,000; Presbyterian Board of World Missions - \$30,000; Edgar Tufts Memorial - \$30,000; Davidson College \$30,000; Presbyterian Home in High Point - \$30,000; and Barium Springs Home for Children \$1,002,215.

Mt. Mourne Early Settlers

One of the places first settled in the Lake Norman area was Mt. Mourne. Mt. Mourne is an unincorporated community in the south central section of Iredell County.

Mt. Mourne is no exception to the fact that villages usually developed where old ridge roads or ridges met or crossed. The north-south ridge marks the boundary between the Yadkin and Catawba river while the east-west crossing at Mt. Mourne is between what was formerly before Lake Norman was built, Davidson Creek on the north and Cathey Creek on the south. The ridge on the east side is formed by two prongs of Rocky River.

Early Scots-Irish settlers came from Pennsylvania down the Shenandoah Valley and down the Dan River in Virginia and then down the Yadkin River into the Piedmont area of North Carolina, in numbers in the 1750s and 1760s.

Some early pioneers of the area were George and John Davison (now Davidson on Davidson Creek, circa 1741), Adlai and Colonel Alexander Osborn, Joseph Gillespie (1757), Robert Johnston, John McConnell (1757), John Worke, Abraham Jetton, Robert and Adam Brevard (1755). James Templeton, Moses White (1752), John Mayhew (4 miles west of Centre Church), Edward Givens, Hugh Lawson, McCulloch, Maj. David Wilson, Capt. James Houston, Capt. James Potts (1750), David Caldwell, Capt. Gilbraith Falls Reid, Capt. John Dickey, Parson Thomas McCaule of Centre Church and others. The rank of the officers refer to the rank in the Revolutionary War.

The Davidson Creek Community had the first resident minister in Western North Carolina, Rev. John Thomson in 1751. Rev. Thomson died in 1753. He was buried at the Samuel Baker Cemetery, one of several private cemeteries now under Lake Norman. Samuel Baker was John's son-in-law. The Baker cemetery was located on the north side of Beatties Ford Road about one mile west of present day Alexander Island. When Lake Norman flooded the Baker Cemetery. The grave markers were moved to the southwest corner of Centre Church Cemetery.

The Presbyterian Synod of N. C. was formed at Centre Presbyterian Church in 1765.

One of the earliest Presbyterian (Scots-Irish) schools was the Crowfield Academy located about one mile south of Mt. Mourne on the east side of N. C. Highway 115. According to Dr. Chalmers G. Davidson, in his book Piedmont Partisan, p. 17, this "classical school only a few miles from Colonel Alexander Osborn's residence, flourished intermittently from 1760 until the Revolution."

Liquid refreshments in 1753, as well as food for the traveler, were furnished by a tavern or "ordinary" operated by George Davison, located somewhere west of Centre Presbyterian Church. (Piedmont Partisan Op. Cit., p. 8). Torrence's Tavern, a probable successor to the Davidson Tavern, was located on the east-west road known as Beatties Ford Road. After being known as Beatties Ford Rd. for over two hundred years, this road was renamed in the 1960s as Langtree Road.

A marker about one thousand west of N. C. Highway on the north side of Langtree Road marks the location of Torrence's Tavern.

After the Revolutionary War battle of Cowan's Ford, where General William Lee Davidson was killed, the retreating local militia stopped to quench their thirst. On Feb. 1, 1781 "at the tavern bedlam reigned. Soldiers from Beatties (Ford), soldiers from Cowan's (Ford), refugees from Salisbury, all were massed in the road. Wet, cold and hungry, they bought spirits of the widow Torrence, and carried it out in pailfuls. Wagons of the fugitives jammed up the lane, and armed men, all out of order, were mixed with the people and carts. Suddenly someone shouted, "Tarleton is coming'". (Piedmont Partisan, op.cit., p. 119).

This bedlam stopped when the dragoons (cavalry) of "Bloody (Banastre) Tarleton" arrived at the tavern from which the locals had quickly departed.

After partaking of the widow Torrence's liquid refreshments the British burned the tavern. They also burned the home of Squire Brevard, the father of eight rebel sons and father-in-law of the late General (Davidson) of the most hostile part of North Carolina." op. cit. Davidson Piedmont Partisan p. 120 quoting from Tarleton, Campaigns, p. 233.

The widow Torrence was the wife of Adam Torrence. Adam was killed in the Battle of Ramseur's Mill on June 20, 1780, in Lincolnton, N. C.

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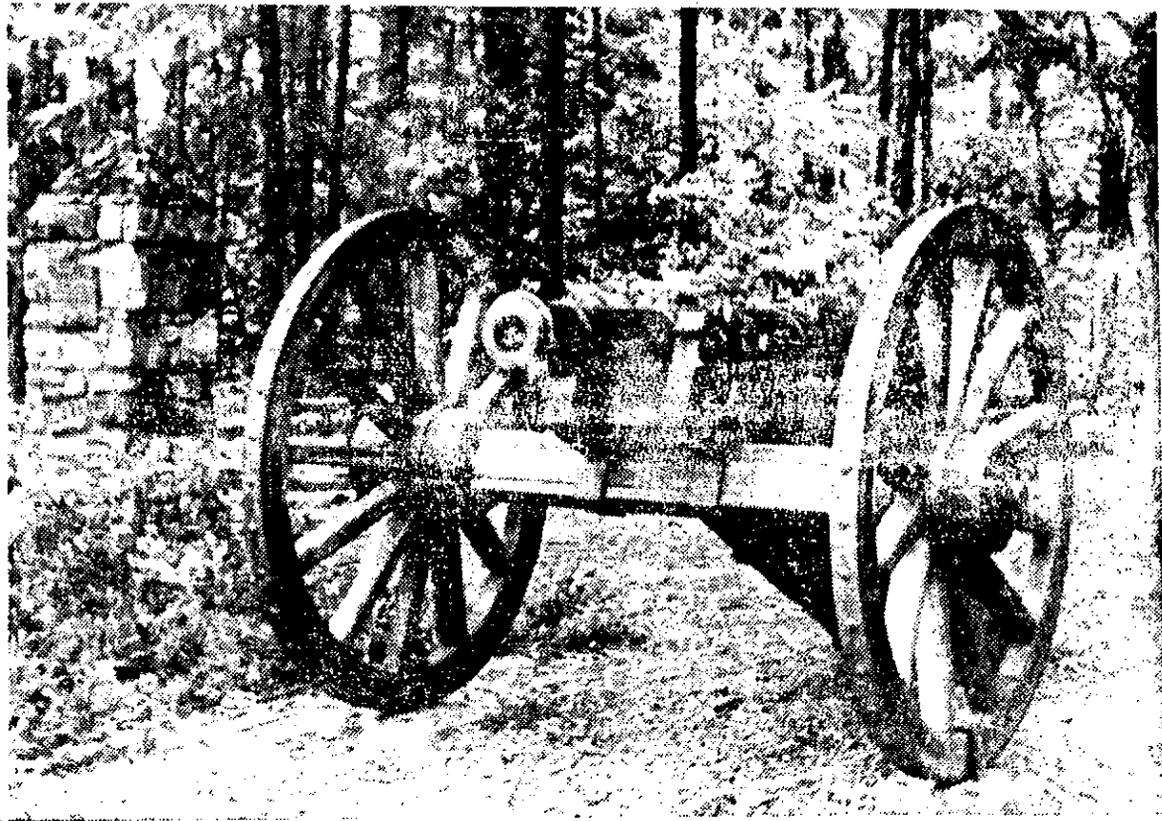
"Iredell County Tracks," published monthly by the Iredell County Historical Society, Statesville, N.C.

Centre Presbyterian Church, Cemetery list.

Map of Fourth Creek Presbyterian Church, Rowan County, showing location of congregational members and distance they lived from the church.

Dr. Chalmers G. Davidson, Piedmont Partisan.

Kenneth Caldwell, local historian.



Old Cannon Now Haven for Birds

This cannon and stone marker look over the site of the Revolutionary War Battle of Cowan's Ford. *photo by Ed Matthews*

Land Use Planning - Neighbors

The article in The Mecklenburg Gazette, "Growth North of Davidson" on Oct. 18, 1989, painted a picture of growth around Davidson.

Growth is also occurring in Cornelius, Huntersville and the Lake Norman area -- North Mecklenburg and in surrounding counting of Lincoln, Iredell and Cabarrus. Growth of this size, scope and pace shows the need for planning.

The primary purpose of land use planning is:

1. Protect our way of life or standard of living and make these benefits available for future generations. This is the goal or objective.
2. Develop a plan to reach the goal.
3. Implement the plan.
4. Periodically review the plan and make necessary changes to achieve the plan, or if necessary, alter the plan to reach the goal.

Without a plan, we do not know where we are going, nor will we know where we have been, and we will not know when we arrive.

Problems generated by this growth and development include infrastructure - roads, water supply, waste water treatment, schools and the civic and social institutions.

Planning for Mecklenburg County is provided by the Charlotte-Mecklenburg Planning Commission. Planning for each of the three North Mecklenburg towns is provided by their respective planning commissions. Other counties have various agencies to plan and implement land use plans. The item missing from these commissions is joint use planning and coordination. This planning could start, with the parties involved, with plans for only one problem and then explore other issues.

An example of a one item agenda could be the lack of perimeter zoning in the area north of Davidson in Iredell County. These one item agendas, would be limited in scope because most problems of planning are inter-related.

A problem, or potential problem, that is inter-related with the four counties surrounding Lake Norman is the quality of water in Lake Norman. Practically all single family developments presently use private waste water treatment plants. More concentrated developments usually use community treatment plants. Several apartment projects in Mecklenburg use public treatment plants of the Charlotte-Mecklenburg Utility Department (CMUD). Since private waste water treatment plants usually have a non-polluting life of about 25 years, many plants will soon be forced into replacement (on small lots) or pollution into Lake Norman will occur. An alternative, but expensive, and more permanent method would be to plan for public treatment plants based on small pump stations and more, larger waste water treatment plants. This course of actions would require

four county planning.

Another problem with a short fuse is now being triggered by the River Run Golf and Country Club Community located east of Davidson. The location of this community on the south prong, west fork of Rocky River puts this development into the Rocky River Basin or the Rocky River drainage area. Plans for waste water treatment for this area should include Iredell County, since the headwaters of Rocky River are in Mooresville. Cabarrus County is more directly involved since it has more land in a developing area in the basin. Urgent planning is needed for a waste water treatment plant in Cabarrus County below the junction of the south prong, west fork of Rocky River.

A plant at this location would provide services to the northeastern part of Mecklenburg County, the southern part of Iredell County and the western part of Cabarrus County. This northeastern part of Mecklenburg County is the area north of UNCC, which is in the Mallard Creek Basin, and the area east of Huntersville, which is in the Clark Creek drainage basin.

This apparently local problem -- Davidson and CMUD -- is really a tri-county or regional problem.

Actual construction of a waste water treatment plant for this area at this time may be premature. The need for planning is not premature. Growth, costs, location of development, funding and the type of inter-county funding will determine the size and start date.

Roads, or lack of roads, is an area which impacts citizens in a very positive way. Planning is needed to determine which roads will need larger right-of-ways and setback requirements. Even an eastern circumferential or loop road around Davidson would probably require bi-county cooperation. Why is a loop road needed? Without a loop road vehicular traffic from developments such as River Run will be forced to use existing roads, such as Concord Road, in order to get to their destinations. If their destination is not Davidson, the traffic would be through Davidson to access Highway I-77.

Another road problem in the making is the I-77 interchange that will be needed at the Langtree Road intersection in Iredell County. This interchange will probably be the Western terminus for a loop road around Davidson.

The normal lead time for an interchange is about 5 years, maybe longer, if funding delays are encountered.

This article shows the need for planning, or some of the issues that must be addressed by the proper governing authorities. Is this the time to ask questions of those candidates now seeking office?

Growth and Zoning Related to Davidson Land Use

With the advent and publication of the draft for the *2005 Generalized Land Use Plan*, (to be referred to as the 2005 Plan) by the committee appointed by the County Commissioners and the City of Charlotte, on July 10, 1985, we need to examine its proposals as they relate to North Mecklenburg.

This staff-generated report by the Charlotte Mecklenburg Planning Commission, not yet adopted, is reflective of discussions and input from the greater Charlotte Chamber of Commerce, Charlotte Homebuilders Association, Charlotte Board of Realtors, Charlotte Mecklenburg Planning commission and the County Issues Council. The writer has attended, in an unofficial capacity, as chairman of the Davidson Planning and Zoning Board, 30 meetings with the 2005 Committee.

The North Mecklenburg planning area is one of seven geographic planning areas within Mecklenburg County. Defined geographically, this area contains U.S. Bureau of Census tracts 62.01, 62.02, 63, 64, or being that portion of Mecklenburg County North of Eastfield Road, Alexanderana Road thence Westward to the Catawba River. Included in the area are the Towns of Huntersville, Cornelius and Davidson and the Community of Lake Norman. While it is true that certain points, concepts, and proposals are countywide in scope and cannot be separated from the overall land use plan, certain proposals directly affect the North. These proposals and their impact need to be examined.

Many people have questioned the need for a new plan, since the 1995 plan is about 10 years old. Since the inception of the 1995 Plan, growth in South Mecklenburg has exploded and growth in North Mecklenburg is drastically increasing, these conditions render the 1995 plan obsolete and ineffective for conditions needed for present land use development.

Many people also ask why we want change. We may or may not want this change. The point is that we are going to have change-growth. Market forces (supply-demand) are causing this change. We must seek to direct this change so that the majority of people benefit from it. If this change is not directed and balanced growth achieved, then the traditional family will flee the downtown areas, thus leaving the poor and middle class downtown. This will lead to a reduced tax base, transportation problems and continually increasing demands for services from the governmental units involved. This is true, not only for Charlotte, but to a lesser extent, for the North Mecklenburg towns as well.

Throughout recorded history man has been continually confronted with choices that affect his well-being and destiny - different paths to choose that lead to different results caused by his selection of the path or option. In North Mecklenburg we are at a crossroads regarding a path - a watershed path, that we must select concerning land use patterns for the area.

These land use patterns will be selected not only by the Charlotte-Mecklenburg Planning commission, but more directly by the Planning and Zoning Boards and the Town governments of the three municipalities which will adopt, implement, and supervise the plans. Since this area is inter-related,

coordinated action by the three municipalities which will adopt, implement, and supervise the plans. Since this area is inter-related, coordinated action by the three municipalities with guidance by the C-MPC (Charlotte-Mecklenburg Planning Commission) is required. This idea of coordination was referred to in a meeting in Charlotte on July 10 and again on July 30 at the meeting in Cornelius. Lack of coordination will fractionalize the problem and complicate solutions to land use.

Perhaps, an example of unplanned land use is needed in order to understand why planning is necessary. If plans for development are not made, then economic forces start to work to develop areas adjacent to transportation arteries and highways. Towns sprang up along railroads, business development followed the highways built in the 1920's and again in the 50's and the Interstate highways in the 60's and 70's. With the construction of commercial business and manufacturing facilities, housing development followed. Zoning, if any, was usually "spot" zoning and results were not good. A good example of this Wilkinson Boulevard in Charlotte.

Since political entities generally regard planning as necessary, we need to list several of the results to be accomplished by zoning and land use. These are balanced growth (do not overburden one community); industry-jobs near housing in an orderly manner; adequate greenways, parks and recreational facilities near diversified types of housing. All of these reduce the transportation and infrastructure problem to a minimum - all of these may encounter market (economic) forces during implementation. As we shall soon see, these goals and ideas are part of the 2005 plan.

One other ingredient necessary for planning is to make assumptions for the number of people and the type of housing, single family or multi-family, expected to live in this geographic area. This was discussed in my article of May 30, 1985 which indicated a population increase from 16,000 in 1985 to 36,000 in 2005 with the housing ratio being 4.5 to 1, multi-family to single family.

In subsequent issues, we shall examine these C-MPC plans-the first one being the establishment of the Industrial Enterprise Zone at Sam Furr Road & U.S. Highway I-77.

Traffic and Infrastructure

Continuing our review of the 2005 Plan, let us look at the Industrial Enterprise Zone at the intersection of Sam Furr Road and U.S. I-77. This would be one of the first steps for proposed growth of the North Mecklenburg geographic area.

Infrastructure - roads, water, sewer and recreational facilities would be built or plans set in motion to complete.

A traffic interchange would be built, road cost estimates 3 million dollars, from I-77 to connect with N.C. highway 73 and improve Sam Furr Road would become highway 73 between Beatties Ford Road and N.C. highway 115. This change will result in relieving some traffic congestion in Cornelius by diverting local traffic from the Vineyard Point, Mariner Villas, Breckinridge areas and through-traffic on highway 73 from Lincolnton to the new interchange.

The establishment of this traffic interchange is a good step in easing

Other proposals of the 2005 Plan include a residential community west of Huntersville within a 5 to 10 year time frame. Within this period improvements regarding access and utilities to the Beatties Ford Area would be set in motion north of the Mt. Holly-Huntersville Road. Water service would be looped on Hwy. 21, Highway 73 and Beatties-Ford Road. Later in the planning period, 10 to 20 years, emphasis would be shifted to the area east of Highway 115 affecting the Ramah and Clarks Creek drainage area where a sewage treatment plant would be needed. Stumptown Road would also be extended within this period. Gilead Road would have to be straightened and widened, to make it an arterial road into Huntersville.

Up to this point, very little has been said about the parks and recreational plans. The 2005 plan proposes a State Park at the junction of the tri-county area of Iredell, Cabarrus and Mecklenburg counties on Rocky River. This could occur within the 1-5 year period. Later (5-10 years) a community park of 300 acres is proposed on McDowell Creek west of Huntersville. Green ways and recreational playground areas are always encouraged.

Plans for the Lake Norman Area in the 2005 Land Use Plan are sketchy. Therefore, I will discuss problems with solutions as I see them.

The development along the shoreline of Lake Norman is spread over a four-county area. Most of the single family lake front lots have been developed and some multi-family development has occurred in Lincoln, Catawba and Mecklenburg counties. This development is spread over a large area - the lake has about 520 miles of shoreline and covers about 33,000 acres. This means that even though extensive development is taking place, the community of interest is scattered over the four-county area. The greatest concentration of development is in Mecklenburg County, where numerous single family subdivisions are practically built-up. Approximately 500 multi-family housing units have been built with approximately 1000 units under construction or planned. Some of these single-family homes are 20 to 25 years old. This age is about the useful life of a private sewerage system. All of the multi-family housing developments are served by private package sewerage plants with the exception of Davidson Landing and three developments along Beatties Ford Road southwest of Cornelius. With this type of waste water treatment, it is only a matter of time until pollution of Lake Norman starts to occur.

The McDowell Creek waste water treatment system has adequate capacity - three million gallons - to handle the needs from the Mecklenburg County developments. One major problem exists before this plant can be used. The Mecklenburg County shoreline of Lake Norman is located on Ramsey Creek and Davidson Creek (Cathey Creek) as they were known before Lake Norman was built in 1958-60. Waste water from the Lake Norman shoreline and areas would have to be pumped, under pressure, to the McDowell Creek Basin. This solution would require numerous pump stations. This service would be expensive since a pump station would probably be required for each cove.

To adequately provide for waste water disposal for this area will require a greater degree of coordinated planning by the three municipalities, C-MUD and the County Commission than has previously existed. Costs for providing for this service would probably be bourn by the home owners or developers, since subdivision ordinances generally require water and sewer extensions to meet

certain criteria and be paid for by the developers or property owners being served.

Water service to the Lake Norman area is another major problem. Practically all development is served by individual or community water systems except where supplied by Huntersville to the Beatties Ford Road area housing developments of Breckenridge, Mariner's Village and Vineyard Point or by the Charlotte-Mecklenburg Utility Department to the Davidson Landing projects of Harborwatch, Spinnaker Cove, Northpoint and Edgewater. Water could be supplied by C-MUD and Huntersville. Generally speaking, the 2005 Plan provides two short range plans: the Gilead Road water line and the U.S. 21 water line. In the 6 to 10 year plan, the N.C. Hwy. 73 water line (Beatties Ford Road to Cornelius) is proposed. This mid-range plan will be needed in the 1-5 year period. The 2005 Plan does not state how the developments on Torrence Chapel Road, Bethel Church area and the Jetton Road area are to be served.

Roads in the area will require various treatment. Most service roads and subdivision roads would have to be improved when desired at the property owner's expense. Other roads, (now or in the future) to become arteries, for example, Torrence Chapel Road, Jetton Road and River Road (old N.C. 73) should be improved under the state highway plans.

Any comprehensive land-use plan for North Mecklenburg must address these problems of the Lake Norman Community. Perhaps, the reason plans are not spelled out for this area is due to the fact that the three towns in the northern part of the county have perimeter zoning whereas the four towns in the southern part of the county including Charlotte do not have perimeter zoning, (courtesy of Senator Herman Moore - about 1973).

Whatever the reason, the time has arrived to start planning by the three towns plus the Charlotte - Mecklenburg Planning Board and County Commissioners to address problems of the Lake Norman Community as well as other common problems that will occur in North Mecklenburg.

The 2005 Committee, under the chairmanship of Winifred R. Ervin and the staff of the Charlotte-Mecklenburg Planning Board, under the direction of Martin Crampton with assistance from the Planning Board and its chairman, Marshall Smith, has brought forth a good plan. The citizens of this area need to support this plan when it is presented for adoption by the appropriate agencies. This support should include not only the zoning and land use changes required to start and implement the plan, but also the funding required for the infrastructure such as roads, water, waste water treatment and green space.

When this plan is adopted, the citizens of Mecklenburg County will be the winners, because they will be controlling their growth rather than reacting to growth.

Update-October 1993

Plans for a waste water treatment plant, located in Cabarrus County, on Rocky River, east of Huntersville, N.C. are nearing completion. Water mains to serve Northeast Mecklenburg County and the N. C. Highway #73 area east of N.C. Highway #115 are under construction water mains to serve the Beatties Ford area

west of Huntersville and the Lake Norman area are now under construction.

These infrastructure plans have been triggered by explosive growth in North Mecklenburg, that for eighteen month period in 1988 and 1989 reached an annual growth rate of 17% per year for residential building permits. Elements of this growth were subdivisions, continued development in the Lake Norman Area, construction of the golf club communities of River Run east of Davidson and Peninsula west of Cornelius. Commercial growth is centered west of Cornelius at the Southlake and Liverpool shopping centers.

ABOUT THE AUTHOR

Marvin Kenneth Brotherton was born in a log cabin October 30, 1923, on the Brotherton ancestral homeplace in the Webb's Community in the northeastern part of Lincoln County. His parents were Marvin Haywood Brotherton and Hattie Mae Howard. The writer had five brothers and three sisters, namely:

Harry O'Neal Brotherton
 Gilbert E. Brotherton
 Curtis G. Brotherton
 Peggy J. Brotherton, deceased
 Opal M. Burgin
 Troy H. Brotherton
 Vaughn D. Riddle, deceased
 Vernon C. Brotherton

The writer married Vernie L. Curley Sept. 15, 1945. They were blessed with four children:

Lynne L. Hybarger
 Kathy L. Arnold
 Kenneth William Brotherton
 Lisa A. Brotherton

Grandchildren include:

Jeffrey W. Hybarger
 Lori L. Hybarger
 Joshua Arnold
 Whitney Arnold
 Brooke Arnold

Great-grandchildren:

Amber Puckett

The writer lived at what is now Little's Boat Landing on Little Creek and what was formerly the Burton Plantation about three-fourths of a mile north of present day Governor's Island on Lake Norman.

The writer attended Rock Springs Grammar School and graduated from Rock Springs High School as historian in 1941. This school was located in Denver, N. C. It is still being used as a grammar school.

After working as frame attendant at Mooresville Cotton Mills for ten months, the writer attended a special course (technical) on aircraft inspection at N. C. State College during the summer of 1942. After completing the course, the writer accepted a job with Consolidated-Vultee Aircraft Corp. in Elizabeth City, N. C. in Sept. 1942 as an aircraft inspector.

The writer remembers one personal incident while attending N. C. State. In August 1942, he ran short of money. For twenty-five cents the cafeteria

served a platefull of chicken and dumplings. After eating the chicken and dumplings for about a week the writer hitch-hiked home, borrowed twenty-five dollars from a first cousin, once removed, Arnie D. Cashion, a Mecklenburg County Commissioner for about twelve years. This borrowed money enabled him to complete the course.

Staying one jump ahead of the Lincoln County Draft Board, the writer left Consolidated-Vultee Aircraft Corp. in April, 1943, to apply for pilot training. In April, 1943, he passed the test for pilot training as an Aviation Cadet. He was sworn into military service, in April 1943 in the U.S. Army Air Force at Morris Field, N. C., now Douglas International Airport in Charlotte, N. C. He began active duty at Keesler Field Mississippi in May 1943.

He received training as an Aviation Student at The San Antonio Aviation Cadet Center, and at Grove City College in Pennsylvania. He entered pilot training as an Aviation Cadet, class of 44 I, at San Antonio, Texas. He received primary training at Chickasha, Oklahoma and basic flying at Garden City, Kansas.

After flunking out of pilot training in Kansas, the writer received technical training in radio, electronics and radar at Madison, Wisconsin, Chanute Field, Illinois and Boca Raton, Florida for a year.

The writer was assigned to an Air Force B-29 Bomber Group in Mountain Home, Idaho and was at home on a delay-in-route-furlough when Japan surrendered in August 1945. This Bomber Group was scheduled to fly to Okinawa in September 1945.

After service at Bosie, Idaho, the writer was assigned to the 412 Fighter Group, 29th Fighter Squadron at March Field, Riverside, California where he served until discharged in February 1946.

The writer applied for admission to Davidson College in 1947. He was conditionally accepted. He lacked credit for a foreign language and algebra. To receive this credit he attended Davidson High School in 1947-48. He entered Davidson College during the fall of 1948. After attending two summer sessions for extra credit and taking extra courses, he accumulated enough hours (124) for graduation in 3 1/2 years. He also worked four hours a day for two years at Hoke Lumber Company while attending college.

He graduated with his class in May 1952.

In June, 1952 the writer accepted a job with Southern Bell Telephone and Telegraph Company as a Management Trainee. In 1983 he retired from Southern Bell where he had held positions as engineer, long range planner and engineering manager.

The writer has been involved in several activities that include the owner and operator of Brotherton Realty Co., since 1971, an independent residential appraiser, former chairman and presently a member of the Davidson Planning and Zoning Board. He was a founding director in 1987 of the North Mecklenburg Chamber of Commerce. He is a retired volunteer fireman, with over 28 years service in the Davidson Volunteer Fire Department. While serving as a fireman, he was a licensed Emergency Medical Technician (EMT) 1978-1981.

While living in Lincoln County, Ken Brotherton was a member of Webb's

While working as a project engineer with Southern Bell, the author engineered a T-2 digital cable carrier transmission route from Charlotte, N. C. to Salisbury, N. C. This T-2 digital transmission route should have been the first in the U. S. had material supply problems not caused a completion delay. This delay made this transmission facility the second one completed in the U. S.

While living in Lincoln County, Ken Brotherton was a member of Webb's Chapel Methodist Church. While living in Davidson he has been a member and deacon of Calvary Presbyterian Church.

Since 1987, the writer has been fighting colon, intestinal and abdominal cancer. He has had thirteen cancer operations and radiation therapy. He is presently (October 1993) undergoing chemotherapy for the fifth time. The author started writing in 1988 after he became ill with cancer.

The writer has published sixty essays in various periodical publications, which provide the basis for this book. Another publication was an historic Civil War Novel: Civil War Tragedy, The Lipe Family in July 1993. This tragedy is about five brothers who served the Confederacy. Four brothers died, and the fifth, although wounded, survived the war. The basis for this history, are private letters between family members and another original document.

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Lake Norman - Piedmont History

Selected stories from the four counties adjacent to Lake Norman - Catawba, Iredell, Lincoln and Mecklenburg - about places, events and people and their effects upon the area. These stories preserve the historical heritage of the area that is rapidly urbanizing. Emphasis is placed upon the Scots-Irish and their influence upon the area.

