

CARR HOUSE

South side of U.S. Route 64, 0.2 mile west of Cobb Road

Eads vicinity

Shelby County

Tennessee

HABS TN-251

TN-251

HABS

TN-251

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY

SOUTHEAST REGIONAL OFFICE

National Park Service

U.S. Department of the Interior

100 Alabama St. NW

Atlanta, GA 30303

HISTORIC AMERICAN BUILDINGS SURVEY

CARR HOUSE

HABS No. TN-251

**Location:** South side of U.S. Route 64, 0.2 mile west of Cobb Road, and 4.2 miles west of Eads, Eads Vicinity, Shelby County, Tennessee

U.S.G.S. Eads Quadrangle (7.5'),  
Universal Transverse Mercator Coordinates:  
16.251990.3899020

**Present Owner:** Mary F. Swift

**Present Use:** Vacant

**Significance:** The Carr House is architecturally significant for its hall-and-parlor design, a rare house plan in West Tennessee. Most examples survive in Middle and East Tennessee, and few examples remain in West Tennessee due to the fact that by the time the region developed, the central hall or passage plan had replaced the hall-and-parlor plan. The house is historically important for being the oldest extant brick house in Shelby County. The building may also possess additional significance for its association with early transportation history. Built on a post road, the house purportedly served as a stagecoach stop during the early nineteenth-century when Shelby County was first settled.

**Report Prepared by:**

Jeffrey L. Durbin  
Historic Preservation Specialist  
Tennessee Department of Transportation  
Environmental Planning Office  
Suite 900 - James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37219  
(615) 741-5363

**Date:** July 18, 1989

PART I. PHYSICAL SETTING OF THE CARR HOUSE

The Carr House is located on a twenty-one acre wooded lot (Shelby County, District 2, Block 3, Parcel 31) in rural eastern Shelby County, Tennessee. The house is fifty feet from and faces U.S. Highway 64, an important early twentieth-century route that parallels an earlier nineteenth-century post road. To the south or rear of the house is a pond and a creek. A concrete sheathed brick well to the east of the house and a deteriorated frame privy to the south are the only other structures on the house site.

Throughout the 1800s sparse settlement characterized the area surrounding the Carr House. Small villages and towns such as nearby Morning Sun and Eads were in existence by the 1830s. The rural character of eastern Shelby County remained well into the mid-twentieth century, but the construction of the Interstate highway I-40 has brought rapid suburban development to the area.

Unused open space surrounds the Carr House. The topography of the site is gently rolling hills. Vacant for fifteen years, vegetation has grown up around the house and obscures it from U.S. 64. While the dwelling originally served as the center of a farm, the land immediately surrounding the house has not been in production for over fifty years. With the exception of the above-mentioned structures, no agricultural outbuildings associated with the house remain. It is likely that the open space near the Carr House will soon be part of a residential subdivision.

## PART II. HISTORICAL CONTEXT OF THE CARR HOUSE

White settlement of East and Middle Tennessee began in the last two decades of the eighteenth-century, but did not reach the Western District, or West Tennessee as it is now called, until after 1818. In that year Andrew Jackson and Isaac Shelby of Kentucky negotiated a treaty with the Chickasaw Indians. In return for payment, the Chickasaws relinquished their lands in the western portions of Tennessee and Kentucky to the whites. The first county to be carved out of West Tennessee was Shelby.<sup>1</sup> In 1819, Jackson and two other Middle Tennesseans, Judge John Overton and General James Winchester, founded Memphis near the site of an abandoned Spanish Fort on the east bank of the Mississippi River.

Soon after the creation of Memphis, settlers laid out and built roads connecting the river town with points eastward. By 1829, two post or stage roads had been constructed. One of these ran from Memphis to Raleigh, Somerville, Bolivar, and Jackson, a route which closely parallels present-day U.S. 64 in Shelby County. According to local tradition, several stagecoach stops existed along this road in the 1820s.<sup>3</sup> In addition, when the sponsors of the LaGrange and Memphis Railroad obtained a charter in 1835, settlements along the stage road at Morning Sun, Eads, and Cordova were present. Families from North Carolina and Virginia were among the settlers who lived in these communities.<sup>4</sup> In 1846, the heavily travelled stage road, then known as the Memphis-Somerville Road, became the first chartered road in Shelby County.<sup>5</sup> During the Civil War both Union and Confederate armies used the road.<sup>6</sup>

Agriculturally, West Tennessee became the most productive section in the state. Cotton cultivation dominated the region with four-fifths of the state's 1850 crop grown in several southwestern counties. Top honors at the London Exposition of 1851 went to a Shelby Countian for growing "the best cotton known to the world."<sup>7</sup> West Tennessee's predominance as a cotton-producing area relied on the fertility of its soil but also benefitted from Memphis' location along the Mississippi River.<sup>8</sup>

The other major development in antebellum West Tennessee was the construction of railroads. As the last area to be settled, the region had few overland roads and by the 1830s, the people of West Tennessee became interested in railroads. In 1842, the first train in the state ran on a six-mile stretch of the LaGrange and Memphis Railroad. Though the railroad folded before it could complete the line, other companies would be successful in completing their lines. Railroads such as the Memphis and Charleston, the Memphis and Ohio, and the Mississippi Central tied the region to a large network of railways stretching westward from the Atlantic coast to the Mississippi River and northward from the Gulf of Mexico to the Ohio River.<sup>9</sup>

Memphis' position on the Mississippi River and the region's railroads made West Tennessee strategically important during the Civil War. Many West Tennesseans sided with the Confederacy and eagerly volunteered to serve in units raised following Tennessee's secession from the Union on June 8, 1861. After the bloody Battle of Shiloh in April 1862 and the capture of Memphis two months later, the region fell to Union control. Nevertheless, Confederate General Nathan B. Forrest challenged the Union conquerors through his daring cavalry raids on the West Tennessee towns of Trenton, Humboldt, Union City, and Lexington. In April 1864 Forrest made his last, and most controversial, raid on Fort Pillow near Memphis. Upon accepting the surrender of the fort's Union garrison, Forrest unmercifully ordered the massacre of black soldiers and some of their white comrades.<sup>10</sup>

The realities of the Civil War placed high demands on West Tennessee as in other parts of the South. The civilian population suffered from shortages of food and manufactured goods, high inflation, and social dislocation. Foraging parties robbed farmers of livestock and foodstuffs. The war also disrupted farming because most able-bodied men volunteered for or were drafted into military service. Many of these soldiers would be among the casualties of the conflict. Finally, the Civil War thoroughly destroyed the extensive system of railroads built in the region.

Following the war, West Tennessee, like much of the South resumed widespread cotton cultivation. By 1880, this section of the state grew over 80 percent of Tennessee's cotton.<sup>11</sup> Cotton growing continued despite the abolition of slavery. White planters overcame their inability to pay farm hands by renting their land to black and white tenant farmers. Tenant farmers who paid their rent with a portion of their crops were known as sharecroppers. Unfortunately, this system often degenerated into an exploitative form of labor that left black sharecroppers in a status little better than slavery itself.<sup>12</sup> During the twentieth-century, West Tennessee farmers have diversified their crops following the ravages of the boll weevil, the decline of tenant farming, and the increase of farm mechanization. While cotton remains to be a primary crop, farmers in the region have increasingly adopted soybean, corn, and sweet potato cultivation as well as livestock raising.<sup>13</sup>

West Tennessee railroad companies expanded their lines in the decades between the Civil War and the early twentieth-century. For example, by 1889, the Tennessee Midland Railway operated a line connecting Shelby County communities such as Cordova and Eads with the towns of Somerville, Jackson, and Lexington. The Nashville Chattanooga and St. Louis tied Jackson with Paducah, Kentucky in 1891. Another characteristic of railroad development in this period was consolidation. By 1873, the Illinois Central would own many of the railroads which linked West Tennessee with the Gulf Coast. The Louisville and Nashville would assume control of several lines during the late nineteenth-century including the Tennessee Midland in 1895.<sup>14</sup>

Virtually nonexistent before the Civil War, manufacturing in West Tennessee grew rather slowly in the late nineteenth-century. In addition, industrial concerns were largely located in Memphis and Jackson and were related to agricultural activities. For instance, in 1870, Memphis processed more cotton seed than any other city in the United States. By this date Jackson had its Jackson Flouring Mills and Jackson Woolen Manufacturing Company.<sup>15</sup> At the turn-of-the-century, Memphis was the flour milling center for West Tennessee. More important, however, was the city's role as the largest inland hardwood lumber market in the world.<sup>16</sup>

During the first two decades of the twentieth-century Memphis became the state's most populous and industrialized city. The value of all manufactured goods for the city in 1929 was almost \$200 million compared to nearly \$150 million for Nashville and over \$100 million for Chattanooga the same year. Cottonseed products continued to be important to the region with producers in Jackson and Memphis (which was the largest inland cotton market and largest cotton seed products center in the world).<sup>17</sup>

After the economic setbacks of the Great Depression, Memphis continued its industrial expansion particularly during and after World War II. In the post-war period, however, Memphis has fallen behind the cities of East and Middle Tennessee in industrialization. While the region continues to have the State's most populous city, Memphis, many of West Tennessee's counties have suffered from declining populations as the state's population shifts from agricultural to industrial employment and from rural to urban areas.<sup>18</sup> The construction of Interstate Highway 40 has had a significant impact on the rural landscape of Shelby County. Though agriculture continues to be an important mainstay of the West Tennessee economy, suburbanization spreading outward from the City of Memphis now reaches across the county.

PART III. HISTORY OF THE CARR HOUSE

The historical record of the Carr House is sketchy. According to local tradition, a Dr. Carr built the brick house now located on the south side of U.S. Highway 64 in the 1820s.<sup>19</sup> The house is located between Cobb and Canada Roads just east of the Morning Sun community and approximately four miles west of Eads in eastern Shelby County. Shelby County's first United States Census (1820) listed four Carr's--Anderson B., Guidion, Overton, and Thomas D. Carr.<sup>20</sup> One of these men may have been the builder of the Carr House. Local sources believe that during the antebellum period the building may have served as a stop for the stagecoach that ran on the Memphis-Somerville Road in front of the house. A two-story frame section once attached to the west end of the house may have served as an inn.<sup>21</sup>

After the Civil War, the owner of the Carr House, Dr. W. D. Wright sold the property to Dr. A. W. and Mary A. Caldwell.<sup>22</sup> In 1873, Dr. and Mrs. Caldwell sold the fifty-one acre property to Isham M. Davis (1830-1893).<sup>23</sup> United States Census Records for 1870 show that Davis lived in Wilson County.<sup>24</sup> Hence, he moved to Shelby County sometime during the period between 1870 and 1873.

Upon Davis' death the property went to his wife Margaret Bower Davis (1843-1908) and their five children. Three years after Margaret Davis' death in 1908, the heirs of Isham and Margaret Davis sold the property to J. G. and J. H. Simmerson. After Simmerson died in 1921, his wife held the property until her death in 1954.<sup>25</sup> The following year, the Simmerson heirs sold the property to Richard M. Barber who in 1961 sold the west twenty acres of his property to Mary F. and Roxie Swift. Today, the Carr House is held in a trust for the benefit of Mrs. Mary F. Swift.<sup>26</sup>

PART IV. PHYSICAL DESCRIPTION OF THE CARR HOUSE

The majority of the brick and frame eighteenth and early nineteenth-century architecture that remains in Tennessee was built according to one of three traditional plans: the hall-and-parlor plan, a variation of the hall-and-parlor plan called the Penn plan, and the Georgian central passage plan.<sup>27</sup> The Carr House was built according to the hall-and-parlor plan. This plan, a well-established type in England and Wales, became common in seventeenth and eighteenth-century Virginia and later spread throughout the eastern and southern United States. Provided in the two-room plan was "one space, usually the larger of the two for eating, sitting in company, and circulation; and a separate parlor often used as a bedchamber."<sup>28</sup> Moreover, the "most common expression of the plan is an asymmetrical three-bay, window-door-window facade."<sup>29</sup>

The Carr House closely adheres to the plan with its two rooms of unequal size and its asymmetrical window-door-window facade. Tennessee houses built on this plan date from the late eighteenth and early nineteenth centuries. Most extant examples are found in Middle and East Tennessee and few examples remain in West Tennessee due to the fact that by the time the region developed, the central hall plan had replaced the hall-and-parlor plan. The Carr House is one of the few antebellum houses built according to the hall and parlor plan known to remain in Shelby County.

Local historians believe that the Carr House is the oldest brick house in Shelby County.<sup>30</sup> Early Tennessee settlers began using brick as a construction material in the late eighteenth-century, but its use did not become common until the early nineteenth-century. The brick houses of this era "were great piles of solid masonry with joists led into the brick at floor height" and the brickwork of their facades was often laid using Flemish bond.<sup>31</sup> These characteristics are found in the Carr House with its solid brick construction, Flemish bond brickwork of the facade, and hewn log floor joists set into the brick walls.

Other features of the Carr House support an early nineteenth-century construction date: the plaster applied directly to the interior side of the brick walls, the simple chair rail and door and window surrounds, and the wide, pegged, tongue-and-groove flooring. The mantels are no longer extant, but photographs reveal that they were of wood and stylistically were very simple vernacular pieces, similar to those found in other early vernacular Tennessee houses. A board-and-batten door, also no longer extant, was centrally located in the partition wall between the two rooms.<sup>32</sup>

The exterior dimensions of the rectangular house are thirty-four by seventeen feet. The solid brick house has a common bond brick foundation which contains narrow vents or openings two bricks high on the front and rear elevations. Above the openings, the common bond brickwork continues up to the boxed cornice on the rear elevation. On the front or north elevation, there is one row of common bond brickwork above the vents with the remainder of the facade laid in Flemish bond. All of the brickwork of the east, west, and south elevations is common bond. A tin standing-seam gable roof tops the house.

The facade is three bays across in a window-door-window configuration. The existing windows are six-over-six double hung sash type with a wooden sill below and a brick flat arch above. Many window panes and muntins are gone. The entrance is situated off-center and has a modern replacement door and jamb. Also modern is the shed-roofed porch above the door which has latticed sides. Leading to the door are three brick steps which do not appear to be original. The rear or south elevation has the same window-door-window configuration as the facade, but the door opening now has brick in-fill.

The east and west elevations have brick exterior end chimneys with corbelled shoulders. On the east elevation, the chimney stands squarely in the center, but on the west elevation, the chimney is approximately one-foot off center. This feature may have been planned to accommodate the side door opening and attic opening above. It has a simple wood frame and a brick flat arch above. The wood door is no longer extant. This door may have led to either the front porch or the interior of a two-story frame section once attached to the house.<sup>33</sup>

The interior of the house is very simple. The front entrance opens into the largest (seventeen by fifteen and a half feet) of the two rooms. The rear entrance once also provided access to the room but as previously stated, it is now bricked-in. The room's original plaster was applied directly over the brick walls. A simple beaded chair rail encircles the room and forms the sill of the two windows. The windows are located on the north and south walls and have architrave trim. The baseboards have a beaded top edge and the exposed flooring is four-to-five inch wide tongue-and-groove wood boards running in a north-south direction. Beneath this flooring is the original eight-inch wide tongue-and-groove wood boards which run in an east-west direction. These boards rest directly on the hewn log floor joists. On the east end wall is a fireplace with a brick hearth, a stone block fireback, and brick-lined sides. Above the firebox, the bricks form an arch. The wood mantel was removed in 1987, but photographs taken in 1986 and on-site inspection revealed that it was of wood with a simple cornice and architrave with square corner blocks.<sup>34</sup>

Between the east and west rooms is a central door opening with an architrave trim. A board-and-batten door extant in 1986 has since been removed.<sup>35</sup> The west room, the smallest of the two, measures thirteen by fifteen and a half feet. The plastered walls, wood flooring, chair rail, window placement and trim, door trim, and baseboards are identical to those in the east room. Located on the west end wall is the fireplace which has a brick hearth, a firebox with a stone back, brick sides, and bricks forming an arch above. The wooden mantel was removed in 1987, but photographic documentation reveals that it differed from that in the east room and was comprised of fluted pilasters with plain bases and a tudor arch above the firebox, a plain recessed frieze, and a simple shelf.<sup>36</sup> To the south of the fireplace on the west wall is a door opening with a plain board surround which differs from the moulded and beaded trim found elsewhere in the structure.

Nothing is known about the framing system of the roof or the ceiling joists because the attic was not accessible.<sup>37</sup> No determination could be made whether the attic of this house was ever utilized for anything other than storage. No traces of a staircase were found on the interior and the placement of the windows and doors makes it seem unlikely that interior access to the attic ever existed.

The house is presently vacant and in an advanced stage of deterioration but appears to be structurally sound. The exterior is largely intact but the interior has suffered extensive damage due to lack of maintenance, weathering, and vandalism. Roof leaks and missing door and window coverings have permitted moisture to severely damage the plaster walls and to further moisture damage to the masonry structure. Both mantels have been removed and stored for possible restoration but the interior board-and-batten door may have been lost to vandals.

With the exception of several late nineteenth and early twentieth-century buildings, most of the buildings in the vicinity of the Carr House date from the most recent period of suburban development. Given this fact, the circa 1820s construction date of the Carr House makes it a particularly early example of West Tennessee residential architecture.

NOTES

1 Stanley J. Folmsbee, Robert E. Corlew, and Enoch L. Mitchell, Tennessee, A Short History. (Knoxville: University of Tennessee Press, 1969), p. 150.

2 Goodspeed Publishers, History of Tennessee from the Earliest Times to the Present (Nashville: The Goodspeed Publishing Company, 1887), p. 810

3 Telephone interview with Betty Hughes, Shelby County, Tennessee, 17 June 1986: David Bowman to Margaret Slater, 9 January 1987, Tennessee Department of Transportation Files, Nashville, Tennessee.

4 Perre Magness, Good Abode: Nineteenth Century Architecture in Memphis and Shelby County, Tennessee (N.P.: Junior League of Memphis and Towery Press, Inc., 1983), p. 14.

5 Goodspeed Publishers, p. 813.

6 Magness, p. 122.

7 Folmsbee, p. 293.

8 Ibid.

9 Ibid., pp. 251-52, 254, 260-61, 264-66; Carroll Van West, Tennessee Agriculture: A Century Farms Perspective (Nashville: Tennessee Department of Agriculture, 1986), p. 284.

10 Folmsbee, p. 333-36; West, p. 290.

11 West, p.254.

12 Ibid., p. 311.

13 Ibid., pp. 254-55.

14 Folmsbee, p. 265; James B. Jones, "Railroad Development in Tennessee: 1865-1920, Study Unit Number 5" (Nashville: Tennessee Historical Commission, 1987), p. 11.

15 Folmsbee, p. 387.

16 Ibid., p. 518.

- 17 Ibid., p. 520.
- 18 Ibid., pp. 520-26.
- 19 Ellen Davies Rodgers, Shelby County Historian, to Margaret Slater, 24 July 1986, Tennessee Department of Transportation Files, Nashville, Tennessee.
- 20 1820 U.S. Census, Shelby County, Tennessee.
- 21 Telephone interview with Betty Hughes, David Bowman to Margaret Slater; Ellen Davies Rodgers to Margaret Slater, Telephone interview with Betty Hughes, telephone interview with Ann Crawford, 12 June 1986.
- 22 Shelby County, Tennessee Register's Office, Deed Book 100, p.252, 15 November 1873. The 1860 U.S. Census for Shelby County lists a Dr. W. Wright, aged 34. Three daughters of Dr. and Sarah C. Wright are buried at the Morning Sun Cemetery which is near the Carr House. The latest Wright gravestone is dated in 1862 suggesting that the family may have left the area between 1862 and 1873 when they sold the property.
- 23 Shelby County, Tennessee Register's Office, Deed Book 100, p. 252, 15 November 1873.
- 24 1870 U.S. Census, Wilson County, Tennessee.
- 25 Shelby County, Tennessee Register's Office, Deed Book 645, p. 66, (No month, no day) 1911; Deed Book 3594, p. 244, 8 December 1955.
- 26 Shelby County, Tennessee Register's Office, Deed Book 3594, p. 244, 8 December 1955; Deed Book 4524, p. 140, 12 July 1961; David P. Halle, Robbins Halle and Company, Memphis, Tennessee, to Margaret Slater, 2 March 1987, Tennessee Department of Transportation Files, Nashville, Tennessee.
- 27 James Patrick, Architecture in Tennessee, 1768-1897 (Knoxville, University of Tennessee Press, 1981), p. 61.
- 28 Ibid.
- 29 Ibid.

30 David Bowman to Margaret Slater, Telephone interview with Betty Hughes, Ellen Davies Rodgers to Margaret Slater. According to local tradition the oldest house in Shelby County is Davies Manor (National Register of Historic Places), a log cabin said to have been built by an Indian Chief in 1807. The house is located a few miles north of State Route 15 near Lakeland in eastern Shelby County. Mrs. Rodgers, Shelby County Historian and owner of the Davies Manor, said that the Carr House could be the second oldest brick house in Shelby County, the oldest brick house being the Fargason place on Pleasant Ridge near Bolton. Tennessee Department of Transportation Historic Preservation Specialists tried to locate the Fargason House in May of 1987 but learned that it was razed in 1985.

31 Patrick, p. 24.

32 Ibid., Photographs by Margaret Slater, 5 June 1986, Roll number 292, frames 19, 20, and 21 in Tennessee Department of Transportation Files, Environmental Planning Office, Nashville, Tennessee; Notes taken during a 5 June 1986 visit by Margaret Slater and Martha Carver of the Tennessee Department of Transportation.

33 Ellen Davies Rodgers to Margaret Slater, Telephone interview with Betty Hughes, Telephone interview with Anne Crawford.

34 Photographs by Margaret Slater.

35 Notes from 5 June 1986 site visit.

36 Photographs by Margaret Slater.

37 David Bowman to Margaret Slater.

BIBLIOGRAPHY

- Crawford, Ann. Shelby County, Tennessee. Telephone interview, 12 June 1986.
- Crawford, Charles. Yesterday's Memphis. Miami: E. A. Seemann, 1976.
- Elam, Charlotte E., Margaret Erickson, and Ruth Hunt, comp. Gravestone Inscriptions from Shelby County, Tennessee Cemeteries. Memphis: Milestone Press, 1974.
- Folmsbee, Stanley J., Robert E. Corlew, and Enoch L. Mitchell. Tennessee, A Short History Knoxville: University of Tennessee Press, 1969.
- Glassie, Henry. Folk Housing in Middle Virginia. Knoxville: University of Tennessee Press, 1975.
- Goodspeed Publishers. History of Tennessee from the Earliest Times to the Present. Nashville: The Goodspeed Publishing Company, 1887.
- Hughes, Betty. Shelby County, Tennessee. Telephone interview, 17 June 1986.
- Jones, James B. "Railroad Development in Tennessee: 1865-1920, Study Unit Number 5." Nashville: Tennessee Historical Commission, 1987.
- McAlester, Virginia and Lee. A Field Guide to American Houses. New York: Alfred A. Knopf, 1984.
- Magness, Perre. Good Abode: Nineteenth Century Architecture in Memphis and Shelby County, Tennessee. N. p.: Junior League of Memphis and Towery Press, 1983.
- Patrick, James. Architecture in Tennessee, 1768-1897. Knoxville: University of Tennessee Press, 1981.
- Shelby County, Tennessee, Register's Office Deed Books. Shelby County Building, Memphis.
- Tennessee Department of Transportation. "Historic Preservation File for the Proposed Project to Improve State Route 15 (U.S. 64) from I-40 to east of the Fayette County Line, Shelby and Fayette Counties." Environmental Planning Office, Tennessee Department of Transportation, Nashville.

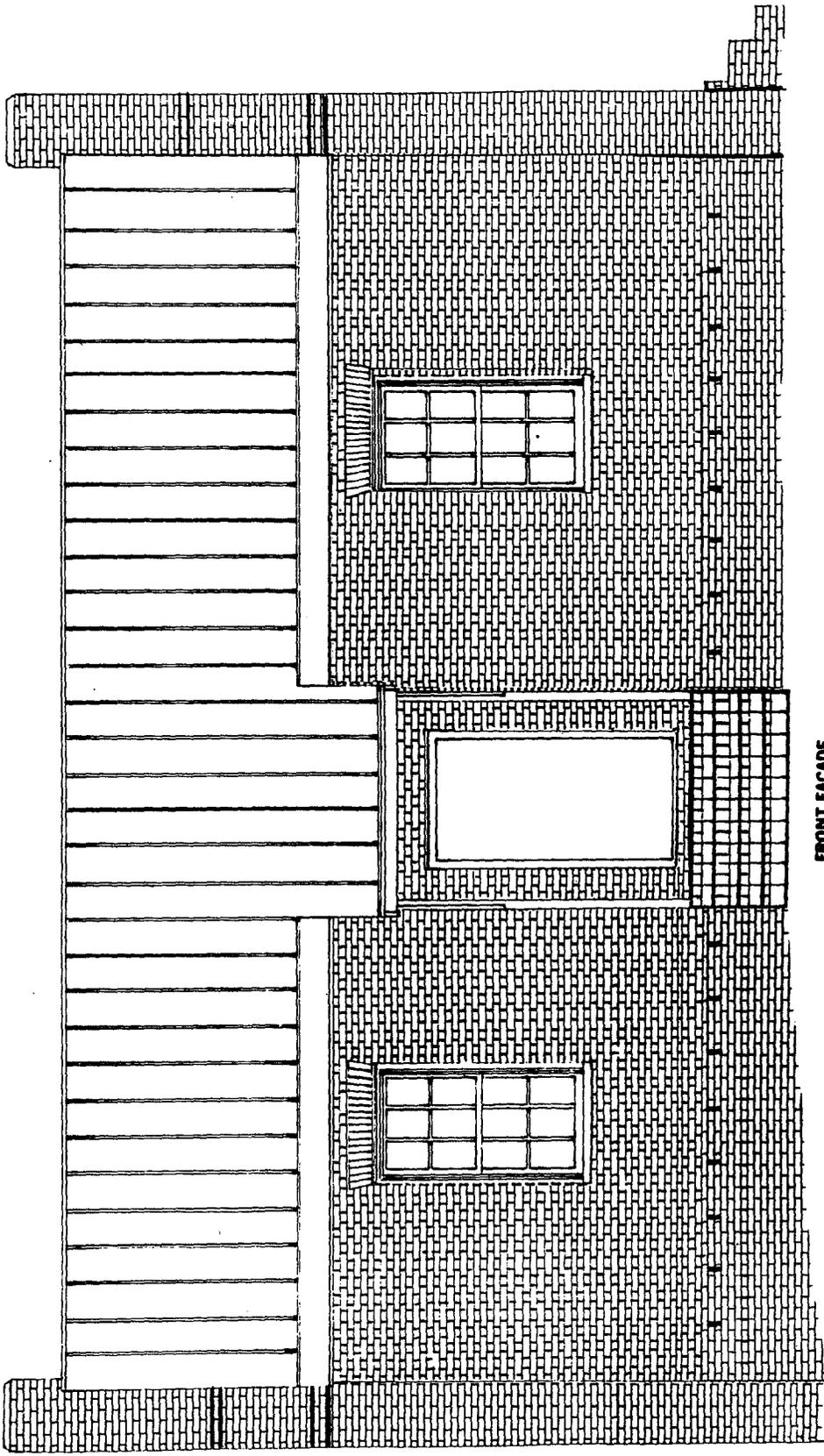
----- "Historic Preservation Photographic Files."  
Environmental Planning Office, Tennessee Department  
of Transportation, Nashville.

U.S. Census Records, Shelby County, Tennessee, 1820-1870.

U.S. Census Records, Wilson County, Tennessee, 1870.

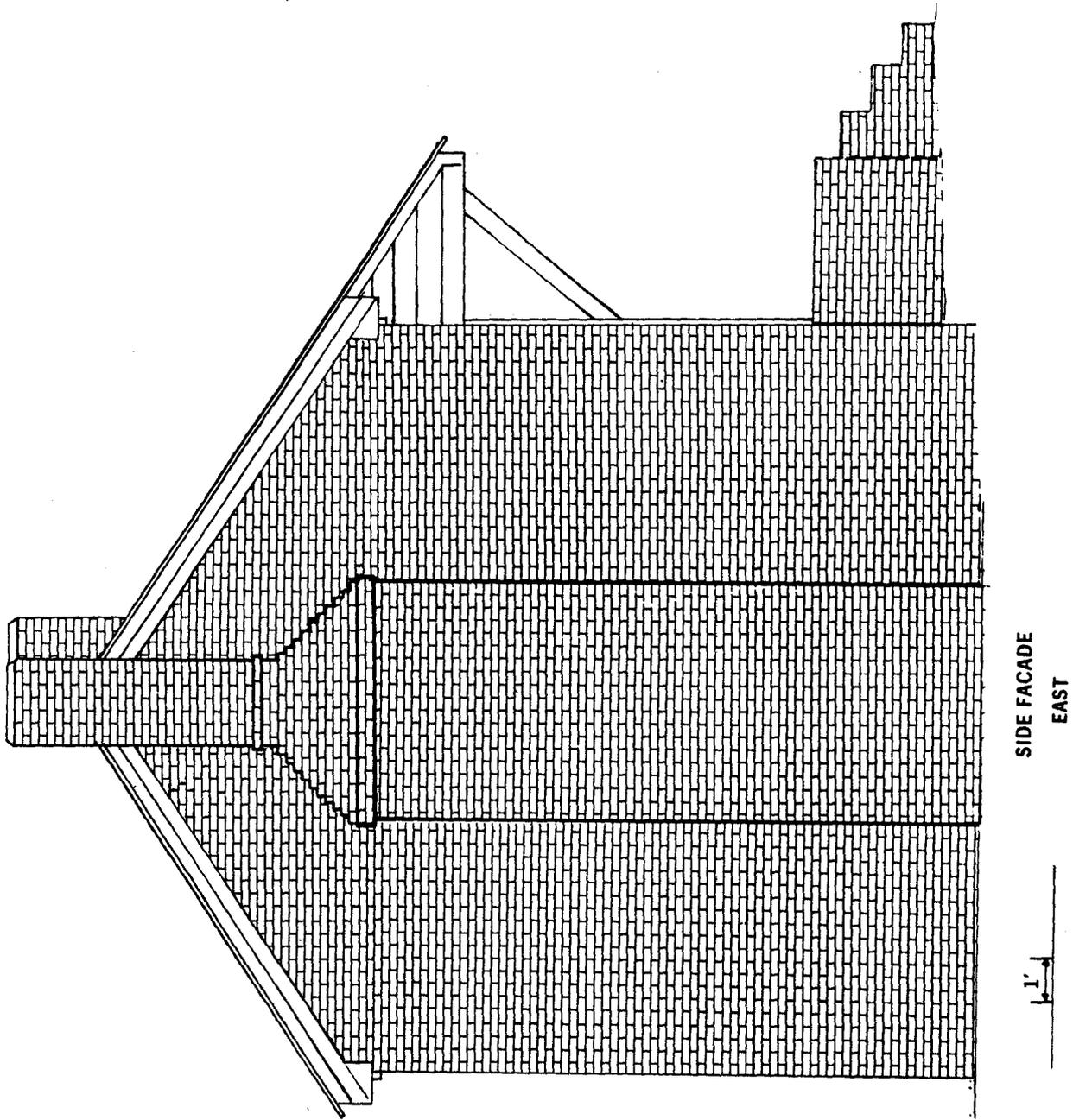
West, Carroll Van. Tennessee Agriculture: A Century  
Farms Perspective. Nashville: Tennessee Department  
of Agriculture, 1986.

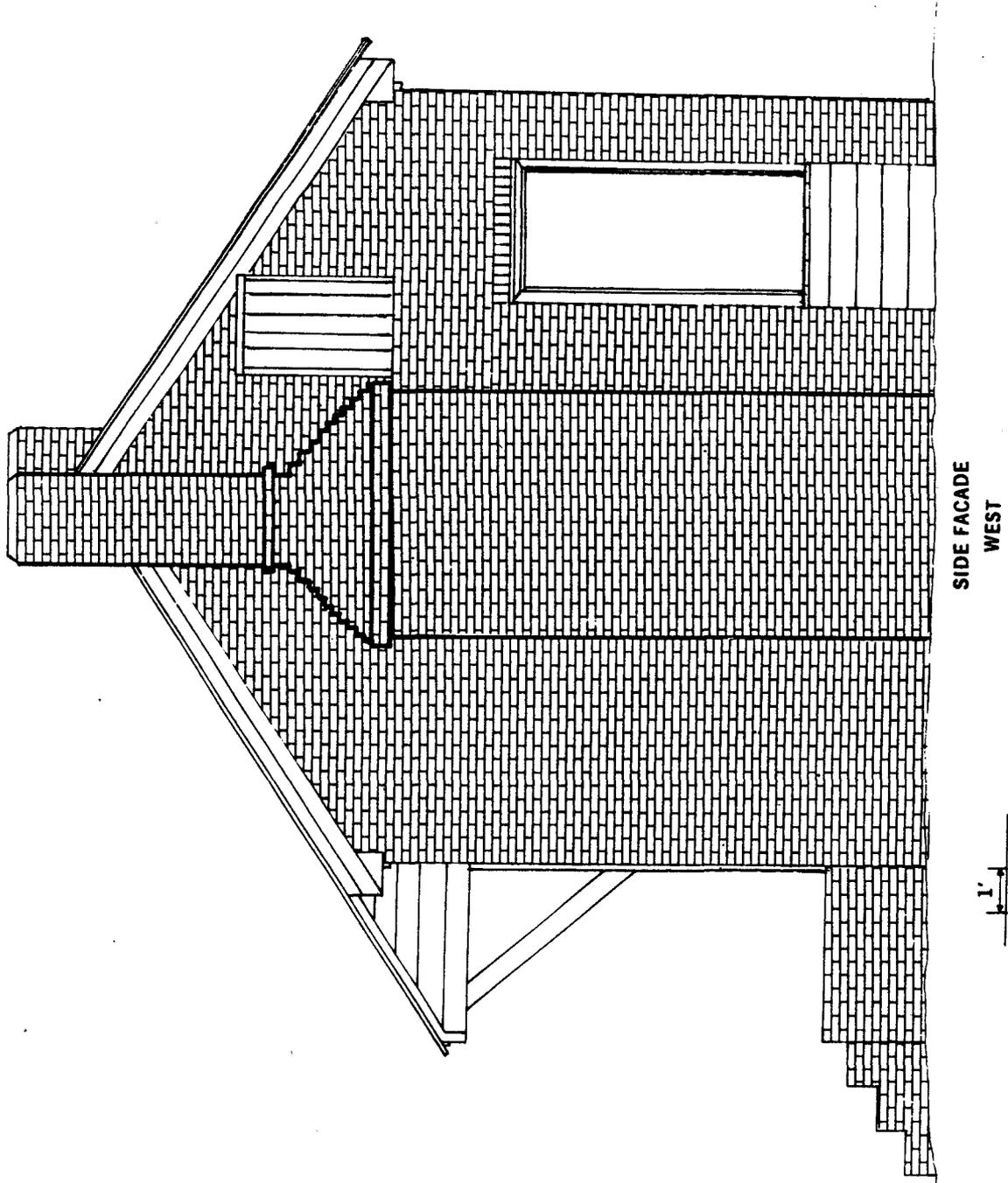
Williamson, M. T. Map of Shelby County, Tennessee, 1888.  
Memphis: M. T. Williamson, 1888.

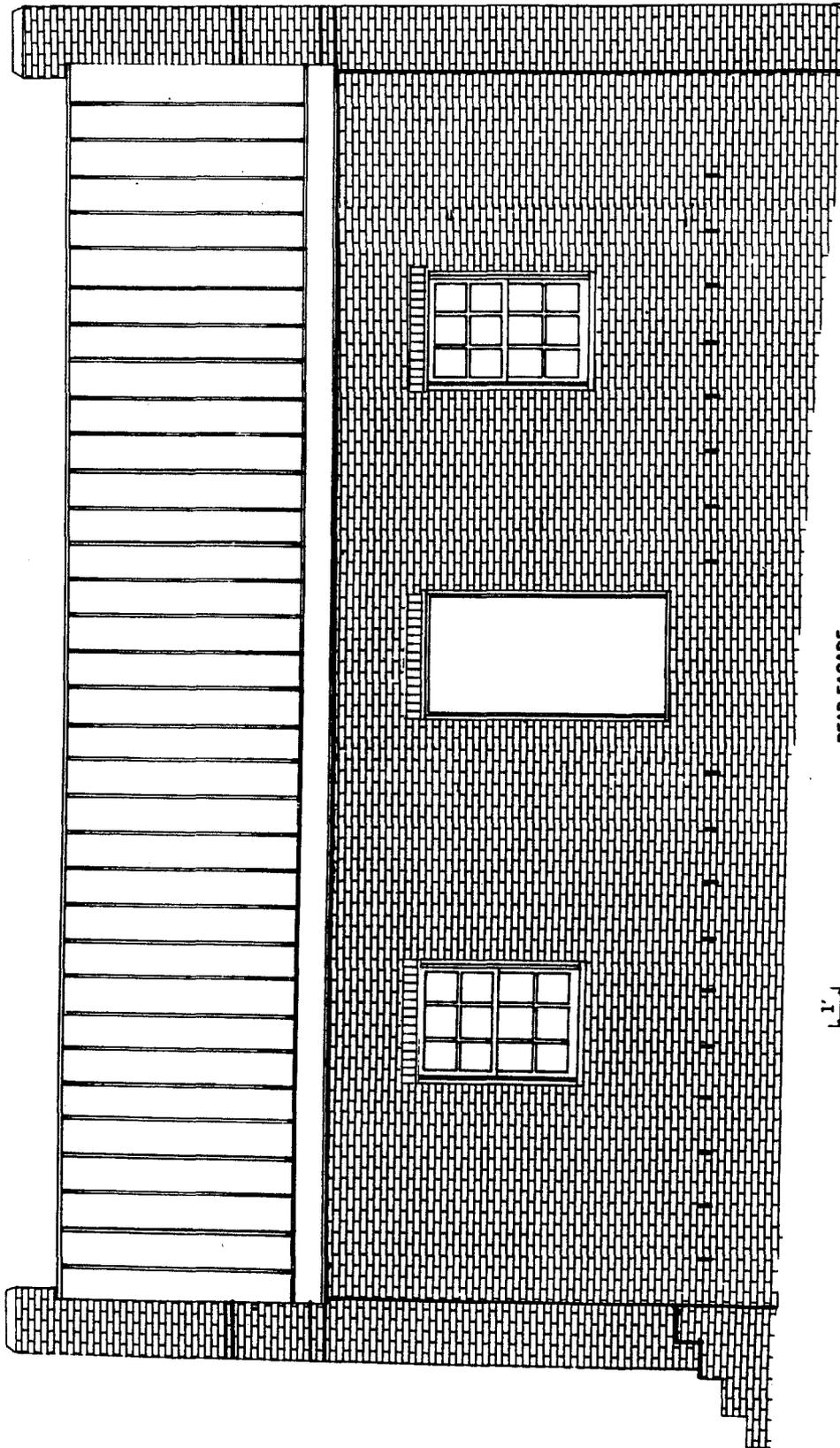


FRONT FACADE  
NORTH

1'

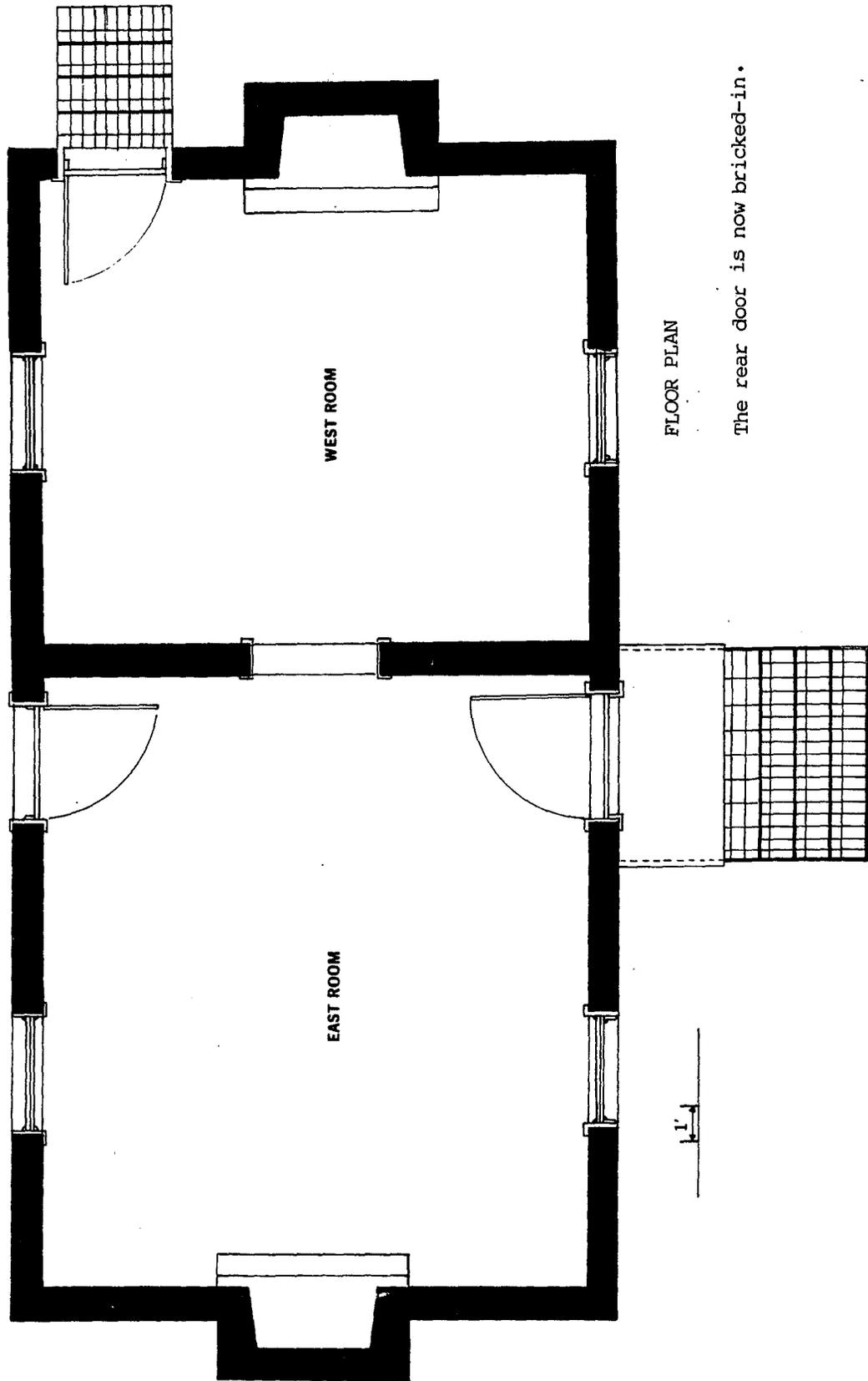






REAR FACADE  
SOUTH

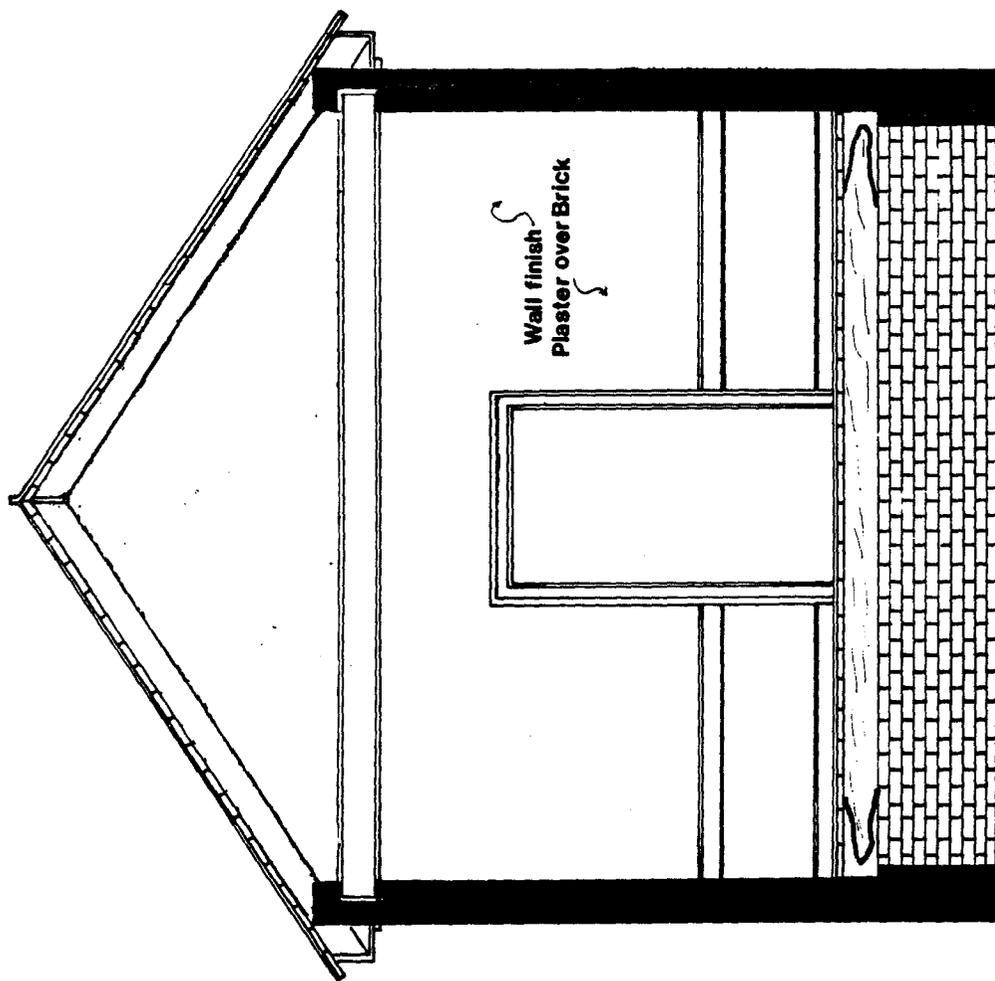
The rear door is now bricked-in and the header course above it is conjectural.



FLOOR PLAN

The rear door is now bricked-in.

1'

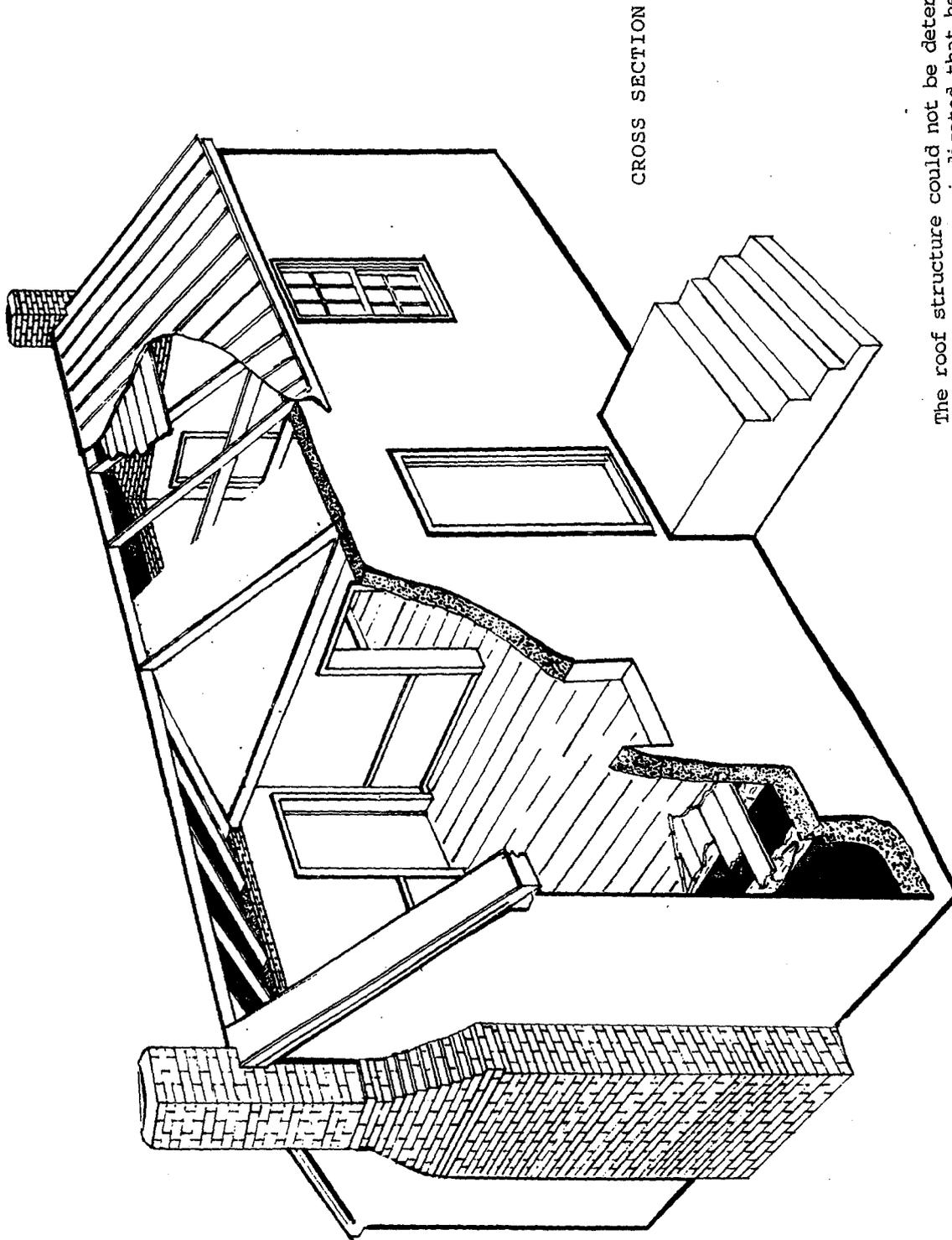


Wall finish  
Plaster over Brick

Cross Section at Center Wall

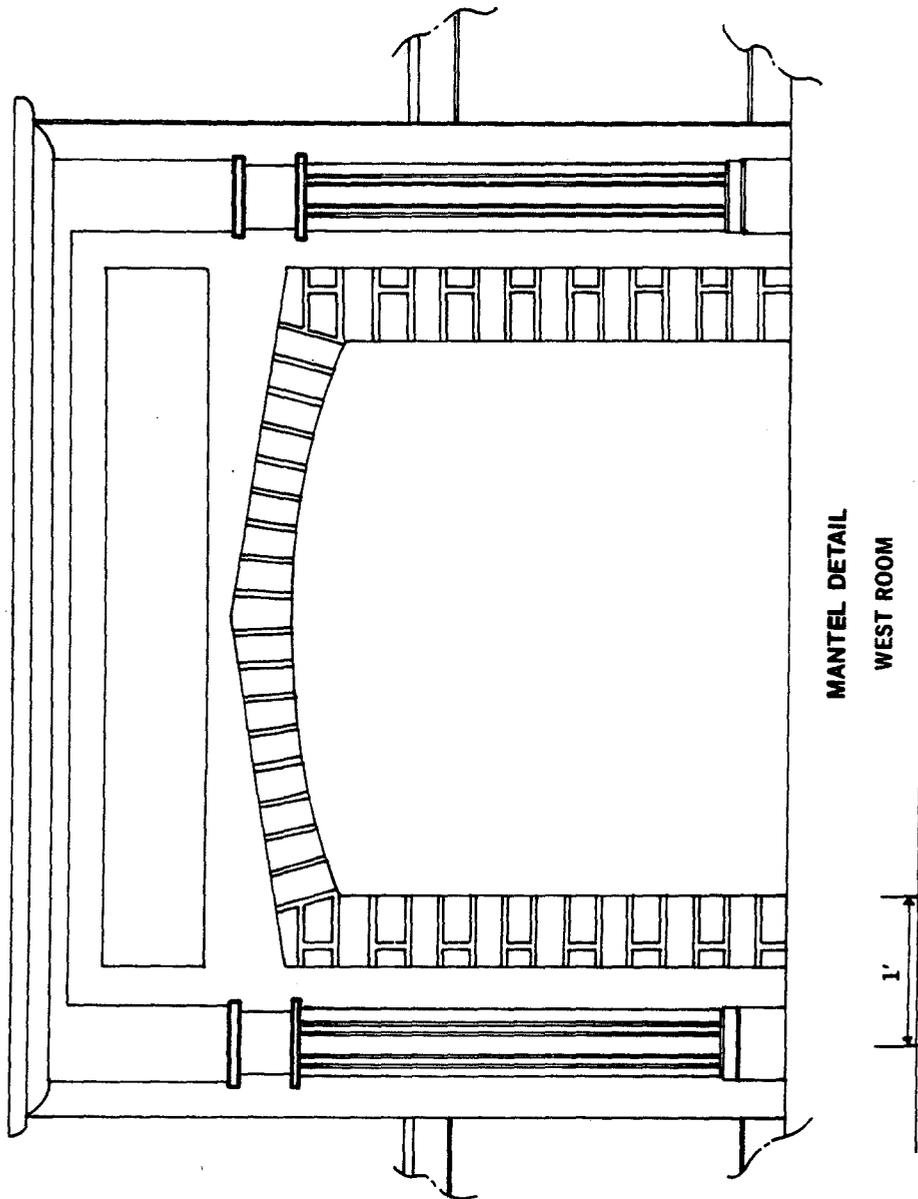


The roof structure is conjectural.

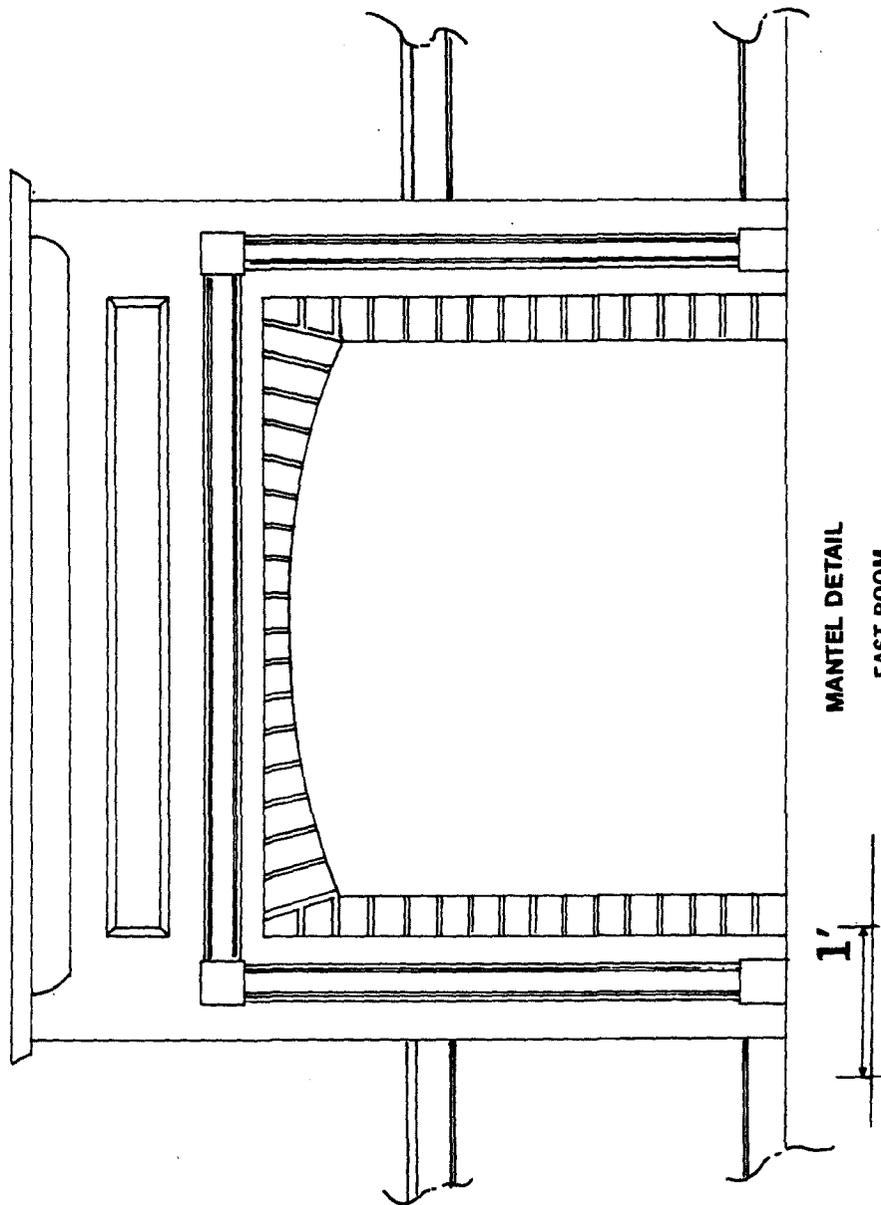


CROSS SECTION

The roof structure could not be determined. However, one source indicated that hewn logs were utilized for the roof framing system.



This mantel was drawn from a photograph taken in June of 1986.



This mantel was drawn from a photograph taken in June of 1986.