NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Old Kentucky Turnpike Historic District

other names/site number 184-0001

2. Location

street & number Indian Creek Road, Old Kentucky Turnpike, College Hill Road, and Cedar Valley Drive N/A ☐ not for publication

city or town Cedar Bluff N/A ☐ vicinity

state Virginia code VA county Tazewell code 185 zip code 24609

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Julie M. Vosmik 6.5.95
Signature of certifying official/Title DIRECTOR, DIVISION OF SURVEY & REGISTER Date

Virginia Department of Historic Resources
State of Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

☐ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National Register
☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ removed from the National Register.
☐ other, (explain:)

Signature of the Keeper Date of Action

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Summary Description

The Old Kentucky Turnpike Historic District is located on both sides of the Clinch River at the mouth of Indian Creek, in the town of Cedar Bluff. The district extends up the side of one of the steeply sloping bluffs surrounding the town to take in the Cedar Bluff High School and a group of houses on College Hill, located to the north of the district. It includes the densely settled lots along the Old Kentucky Turnpike, open land on the opposite side of Indian Creek, the historic Clinch Valley Roller Mills at the creek mouth, and the setting of the McGuire-Peery House on the south side of the Clinch River. Commercial areas developed in the mid-to-late twentieth century south of the Old Kentucky Turnpike are not included.

Narrative

The early center of the town is located along the Old Kentucky Turnpike on the south side of Indian Creek. The surviving structures consist of a mixed series of institutional buildings and houses dating from the third quarter of the nineteenth century to the third quarter of the twentieth century. The district begins at the east where the turnpike originally entered the community. The present road, now known as Indian Creek Road, passes under the Cedar Bluff-Iager branch railroad line and crosses Indian Creek on a mid-twentieth-century concrete bridge (184-0001-047). The steel railroad trestle (184-0001-046) is supported on three concrete piers as it crosses Indian Creek and the road.

Two late-nineteenth-century houses are located on the north side of the creek off Indian Creek Road. The Cecil-Watkins House (184-0001-001), a frame, two-story, three-bay, central-passage-plan dwelling, is sited just west of an abutment of the railroad trestle. The hip-roofed house has an internal stove flue serving the east end and a rear wall chimney serving the west end. A very wide, one-story ell extends to the rear. The principal (south) facade is sheltered by a two-story, Tuscan porch across the west and center bays with turned, second-floor, railing balusters. Polygonal bays project at the first-floor level in the east bay on the front and at the west end.

The second house, the Baylor House (184-0001-002), an elaborate, Queen Anne-style dwelling, stands in a large lot on the north side of the creek. The gable-roofed, frame, T-plan house includes a three-story, hip-roofed tower in the southeast re-entrant angle of the house. The second floor of the tower and the gables are filled with ornamental shingles. The house has one-over-one sash windows, both paired and single. The front gable surmounts an undercut bay on the first floor. The west side features a two-story, gabled, undercut bay with turned bracket. Stained glass windows are located beside the front door in the tower base, in the south bay, and in the west bay. A one-story porch with spindle frieze, sawn brackets, and turned posts wraps around the west side and south front. A one-story ell extends to the rear. Two early outbuildings stand to the rear of the fenced yard.

After Indian Creek Road crosses the creek, it intersects the Old Kentucky Turnpike, which is lined with buildings as it runs west along the south side of Indian Creek. Two small side streets, Birch and Maple lanes, extend to the south along the turnpike. The first house at the east end of the turnpike is the Ratliff House (184-0001-003). The Ratliff House is a frame, two-story, three-bay, center-passage-plan dwelling. It has a shallow hipped roof, a central hip-roofed porch over the central bay, and an integral two-story frame ell. The house is distinguished by unusual pilasters set back from the corners and at the front (north) porch. The fluted pilasters have projecting paneled elements at the top. The area under the porch is sheathed with flush boards. The first-floor windows, the Colonial Revival-style north door, and the porch posts were added in the mid-twentieth century. One internal chimney survives on the west side of the passage.

Two noncontributing houses (184-0001-004 and 031), built in the mid-twentieth century, are located to the west and south of the Ratliff House. The large, brick, Cedar Bluff Presbyterian Church (184-0001-014), which stands to the south, on the west side of Indian Creek Road, was built about 1930. The Gothic Revival-style, nave-plan building has an off-center, projecting vestibule and porch below a two-stage, frame tower with a pyramidal spire. The pointed sash windows on the sides and front (east) are separated by decorative buttresses. Added, two-story, gabled education wings extend to either side near the rear.

The large lot to the east along the old Kentucky Turnpike contains the boyhood home of Governor George C. Peery (1873-1952). The two-story, frame, three-bay, central-passage-plan house (184-0001-005) dates from the third quarter of the nineteenth century. The hip-roofed house has an early, two-story ell with a similar, three-bay, central-passage-plan form. Both sections have central, two-story, hip-roofed porches with square pilasters, sawn, decorative railings, and doors on each floor with sidelights. Exterior chimneys are located on each end of the main section. An early twentieth-century, concrete-block outbuilding stands to the rear of the ell. A roofless mid-twentieth-century pool house with exposed roof trusses and a tennis court are located on the east side of the ell.

Across Birch Lane to the west of the Peery House, on the south side of the Old Kentucky Turnpike, stands the Cedar Bluff Methodist Church (184-0001-008). This T-shaped, brick church is noncontributing because of the late date of its construction, in 1956. A group of buildings on the north side of the Old Kentucky Turnpike, across from the Cedar Bluff Methodist Church, date from the early-to-late twentieth century. The first structure (184-0001-006) at the east is a noncontributing, recently constructed, concrete block shop with a frame dwelling on the second floor. The next building, the Watkins House (184-0001-007), is an early-twentieth-century, brick bungalow with a central gable and a porch with brick piers. The four-room interior plan includes woodwork which utilizes decorative motifs incorporating elements from regional traditions and Craftsman-style published designs.

The next house to the west (184-0001-009) is a one-story, gable-fronted, frame dwelling built in the third quarter of the twentieth century. Immediately west of it stands the Henry and Lucy Nelson House (184-0001-010), a brick, one-story, gable-fronted bungalow with an off-center, gabled element flanked by a small entry porch. The front-room interior includes a brick-faced fireplace. A small, noncontributing, frame dwelling, the Estella Deals House (184-0001-011), was built on a large lot just west of the Nelson House in the early 1970s.

Across from the Estella Deals House, on the south side of the Old Kentucky Turnpike, stands a large, frame, three-bay, two-story dwelling known as the Thomas Cubine House (184-0001-012). The lot was bought by Thomas M. Cubine in 1887 and the house is said to

have been built by him for his own use. The house features paired decorative sawn brackets, brick, exterior, end chimneys, cornice returns in the gables, an integral, two-story, central ell with a porch along the east side, and two-over-two sash windows. The double doors in the central entry bay on each floor are headed by transoms. The doors are sheltered by a pedimented portico supported on slender chamfered posts. The posts carry sawn brackets and sawn decorative railings on both floors. A small stone springhouse stands immediately behind the house. Two blocks of townhouse apartments (184-0001-013) have been constructed behind the house. These noncontributing, two-story buildings stand to the rear of the lot and do not directly affect the house's integrity.

The large, frame Grinstead House (184-0001-016), was said to have been built in the late nineteenth century by local builder Thomas M. Cubine. The building appears to have been a two-story, three-bay, side-passage-plan dwelling with a gable front roof, two-over-two sash windows, and paired, sawn brackets. An early addition to the west side gave the front (north) the appearance of a central-passage plan. The original section has a side gable on the east and an inset porch on the east side to the rear. The noncontributing Luttrell House to the west (184-0001-019) was built in the early twentieth century. The hip-roofed house has been severely altered, with partial brick veneer and wood-panel sheathing added.

The Wingo House (184-0001-021) is located to the immediate west, on the southeast corner of the Old Kentucky Turnpike and Maple Lane. The, frame, one-story, three-bay, T-plan dwelling has two-over-two sash windows and a projecting gable on the east side of the principal (north) facade. The gable shelters an undercut bay window. Numerous additions have been made to the rear, including a long ell added in the second quarter of the twentieth century. A one-story Tuscan porch wraps around the north front and the west end of the main house. The exterior has been carefully restored and augmented, but the interior of the house has been significantly altered and modernized.

The Gillespie House (184-0001-026), located on the southwest corner of Maple Lane and the Old Kentucky Turnpike, is a large, frame, two-story, three-bay, central-passage-plan dwelling. It is said to have been built by Thomas M. Cubine after 1892. The house features one-over-one sash windows, central entries on both floors

sheltered by a two-story gabled portico, and interior end chimneys. The gables are ornamented by single sawn brackets. The portico is supported on turned posts, turned baluster railing, and sawn brackets. A two-story porch at the east end has turned posts and a turned baluster railing. A wide, one-story ell extends from the rear (south).

The north side of the Old Kentucky Turnpike across from the aforementioned buildings holds a tightly spaced row of buildings. A small, frame, two-story, three-bay, two-room-plan dwelling, the Alvah Stinson House (184-0001-015), has been sheathed with permastone in the mid-twentieth century. A wide, one-story ell spans the rear (north) of the late nineteenth-century house. The off-center front door is sheltered below a gabled, two-story portico with permastone-clad pilasters. Just to the west the Cedar Bluff Methodist Church built a parsonage (184-0001-017) in the mid-1950s. The three-bay, one 1/2-story, frame house has two gabled dormers and a decorative, asymmetrical chimney rises on the west end. A wide, one-story shed spans the rear (north) below a wide shed dormer.

The building that stands to the west of the parsonage is the Old Cedar Bluff High School (184-0001-018). The two-story frame building has been altered for use as a residence. To its west is located the Old Cedar Bluff Town Hall (184-0001-020). The two-story, frame, gable-fronted building has been augmented by the addition of a one-story, shed-roofed wing. The entire structure was sheathed with brick veneer in the second quarter of the twentieth century. The building has tripartite, nine-over-nine sash windows. The shed-roofed section is concealed behind a paneled, brick false front. A one-story porch shelters the entry on the front (south) of the addition. The Cruey Cabinet Shop (184-0001-027), a noncontributing, concrete block workshop with a residence above, was built to the west of the Old Town Hall in 1957.

The area on the northwest side of Indian Creek, across from the Old Kentucky Turnpike, is served by College Hill Road. A noncontributing, modern, metal commercial building, the Country Curtains Building (184-0001-043), occupies the point where College Hill Road enters Cedar Valley Drive, the town's main street since the mid-twentieth century. Three buildings are located along the

base of the steeply sloping hill on the northwest side of College Hill Road. The westernmost structure, the frame Wilson House (184-0001-042), is a mid-to-late-nineteenth-century dwelling with a brick, exterior end chimney and a one-story wing at the southwest end. A two-story porch spans the entire front of the two-story, three-bay, central-passage-plan house. The central bay contains a door with sidelights on each floor.

A long, concrete block, gable-roofed, commercial building (184-0001-029), built in the second or third decade of the twentieth century, houses the Thunderbolt Muffler Company. The building features rock-faced concrete block walls and three six-over-six sash windows on each side of a central door. Concrete block buttresses divide the wall into three sections. Garage doors provide access at each end and a two-story concrete block addition stands at the northeast end. Immediately to the northeast and on the slope stands the Spotts-Cruey House (184-0001-028), a frame, three-bay, two-story, central-passage-plan dwelling with a one-story porch on three sides. The house features two-over-two sash windows and two two-story rear ells. Stone piers (184-0001-030) in front of the Spotts-Cruey House carried a pedestrian bridge designed for the use of students attending the Cedar Bluff High School at the top of College Hill.

College Hill Road climbs steeply up the hill from the bottomland along Indian Creek. Cedar Bluff High School (184-0001-032) was built at the top of the hill in 1906. The four-room, two-story, brick, school building features a hipped roof and a seven-bay principal (south) facade with a central gable over the central entry bay. The twelve-over-twelve sash windows have segmentally arched heads. The central entry has sidelights and a transom and is sheltered by a pedimented, one-story, one-bay porch with arched openings supported on brick piers. A tripartite window above lights a second-floor passage. The east and west ends are lit by five windows, supplemented by narrow windows near the corners. The rear (north) facade is pierced only by a tripartite door in the central bay and a similar window above. A domed cupola or bell tower has arched, louvered openings on each side. A one-story, frame, gable-fronted annex to the east, dating from the second quarter of the twentieth century, has been converted into a dwelling, but retains its exterior form.

A small neighborhood was developed early in the twentieth century in the vicinity of the school. A one-story, frame, double-pile, central-passage-plan dwelling (184-0001-034) stands on the north side of College Hill Road west of the house. The three-bay house has centrally located stove flues, two-over-two sash windows, and central gables on the front (south) and sides. A one-story porch spans the front. A frame, one-story, gable-fronted bungalow (184-0001-035) with single and double three-over-one sash windows and added aluminum siding is located on the south side of College Hill Road. The three-bay dwelling has a double-pile, double-cell plan. A third, frame, single-pile, double-cell dwelling (184-0001-036), located on the south side of College Hill Road, has two-over-two sash windows and an off-center doorway.

Three, noncontributing, mid-to-late twentieth-century houses are located west of the school. These frame houses (184-0001-033, 037, and 038) are of a single story. A one-story, hip-roofed, frame dwelling on the south side of College Hill Road (184-0001-039) appears to have a double-pile, central-passage plan. Two, one-story, frame, noncontributing dwellings (184-0001-040 and 041) on the south side of College Hill Road, south of the Cedar Bluff High School, date from the mid-to-late twentieth century.

The westernmost portion of the historic district is located on both sides of the Clinch River. The Clinch Valley Roller Mills (92-17, listed in the National Register in 1984) stands on the east side of the river just upstream of the mouth of Indian Creek. The two-story, three-bay, frame mill has extensive, late-nineteenth- and early-twentieth-century shed-roofed additions to the north. A one-story wing has been added to the south end. The mill was first built in the late 1850s and possibly rebuilt after an 1884 fire. The mill interior has been altered in the past decade to convert it into a restaurant and a south wing was added to contain a dining room and kitchen. The landscape around the mill has been augmented with stone paving and retaining walls and a parking lot.

The McGuire-Peery House (184-0001-044) occupies a prominent undeveloped tract inside the town boundaries in a sharp bend of the Clinch River. The house is surrounded by a wooded bluff to the east, landscaped lawns where the ground slopes down to the river on the north, and agricultural fields on the west and south. The house is reached by a drive over a low bridge to the west. The two-story, frame, central-passage-plan house faces north. It is

heated by two internal chimneys flanking the central passage. A long, two-story, integral ell, located in the center of the south wall, has been augmented in the mid-twentieth century by a major two-story addition on the east with a one-story porch. A gabled wing projects east from the ell addition. A small two-story leanto has also been added to the rear of the main house near the west end.

The three-bay, gable-roofed house resembles many other houses built in the area in the late nineteenth century and traditionally associated with a local builder, Thomas M. Cubine. The gabled portico, located in the central bay of the principal (north) front, is supported on four, slender, chamfered posts and the gable contains an applied, circular, decorative medallion. Doors with sidelights provide access to both floors of the portico. Windows are provided in the center of both gable ends. The eaves throughout are supported by paired, decorative, sawn brackets. The deep box cornice is returned at the gables. The windows and doors are headed by deep, molded cornices which extend to each side. The six-over-six sash windows are provided with early louvered blinds. The entire house has been sheathed with aluminum siding, but significant wood trim elements have been carefully retained.

An earthen causeway extends from the front porch to a small, modern, pedestrian bridge over the Clinch River. A pair of outbuildings stand to the rear of the house. Both appear to date from the same period as the house. One is a small, one-story building with an exterior brick chimney at the south end. The weatherboarded frame structure, located just southwest of the ell has three bays on the east, including an off-center door in the middle bay, and two windows on the rear (west). The two-story, weatherboarded, frame granary or meathouse to the west has shuttered windows on the north and a batten door in the gabled east wall. A shed has been added in the early twentieth century to the south side, while a modern garage adjoins the building on the west. Two, late-nineteenth- or early-twentieth-century, frame, agricultural outbuildings stand to the west of the domestic grouping, consisting of a small barn or stable and a drive-through corn crib.

Modern commercial and residential developments are located along Cedar Valley Drive to the south of the district. These have been carefully excluded from the historic district, which is linked by

the waters and banks of Indian Creek and the Clinch River. The houses and other buildings along the Old Kentucky Turnpike are well-preserved. The turnpike retains significant elements of its early twentieth-century appearance. The Clinch Valley Roller Mill, the McGuire-Peery farm, and College Hill adjoin the turnpike neighborhood and contribute to the visual integrity of the historic district.

Catalog of Sites

92-17 Clinch Valley Roller Mills

Frame, two-story, mid-to-late nineteenth-century mill building with substantial early twentieth-century and recent additions. Previously listed in the National Register

184-0001-001 Cecil-Watkins House

Frame, two-story, late nineteenth-century, central-passage-plan dwelling

184-0001-002 Baylor House

Frame, two-story, late-nineteenth-century, Queen Anne-style, side-passage-plan dwelling with tower and two contemporary outbuildings

184-0001-003 Ratliff House

Frame, two-story, late-nineteenth-century, central-passage-plan dwelling with central portico

184-0001-004 House

Brick and frame, split-level, mid-twentieth-century, noncontributing dwelling

184-0001-005 Gov. George Peery House

Frame, two-story, late-nineteenth-century, central-passage-plan dwelling with central portico and long ell with similar portico. Outbuildings: generator shed and non-contributing garage and pool house

184-0001-006 Building

Concrete block and frame, two-story, late twentieth-century, noncontributing workshop/dwelling

184-0001-007 Watkins House

Brick, one 1/2-story, early twentieth-century bungalow

184-0001-008 Cedar Bluff Methodist Church

Brick, T-shaped, mid-twentieth-century, noncontributing church and noncontributing picnic shelter

184-0001-009 House

Frame, one-story, late twentieth-century, noncontributing dwelling

184-0001-010 Henry and Lucy Nelson House

Brick, one-story, early twentieth-century bungalow

184-0001-011 Estella Deals House

Frame, one-story, mid-twentieth-century, noncontributing dwelling

184-0001-012 Thomas Cubine House

Frame, two-story, late nineteenth-century, central-passage-plan dwelling with central portico. Outbuildings: spring house and noncontributing garage.

184-0001-013 Apartment Complex

Two, brick, two-story, four-unit, noncontributing townhouse buildings

184-0001-014 Cedar Bluff Presbyterian Church

Brick, nave-plan, mid-twentieth-century church with added wings

184-0001-015 Alvah Stinson House

Frame, two-story, two-room, late nineteenth-century dwelling

184-0001-016 Grinstead House

Frame, two-story, gable-front, late nineteenth-century, side-passage-plan dwelling with large addition. Outbuildings: noncontributing garage and concrete block meathouse

184-0001-017 Methodist Parsonage

Frame, one 1/2-story, mid-twentieth-century, Colonial Revival-style, noncontributing dwelling

184-0001-018 Old Cedar Bluff High School

Frame, two-story, late-nineteenth-century, school building altered for use as a dwelling

184-0001-019 Luttrell House

Frame, two-story, much-altered, double-pile, side-passage-plan, early twentieth-century, noncontributing dwelling

184-0001-020 Cedar Bluff School/Town Hall

Frame, two-story, gable-fronted, late nineteenth-century building with early added wing on west side and brick veneer

184-0001-021 G.B. Wingo House

Frame, one-story, early twentieth-century, T-plan dwelling with added rear ells

184-0001-022 House

One-story, brick, late-twentieth-century, gable-fronted, noncontributing dwelling

184-0001-023 House

Frame, two-story, double-pile, two-room, early twentieth-century dwelling

184-0001-024 House

Frame, two-story, double-pile, side-passage-plan, early twentieth-century dwelling with projecting entry bay

184-0001-025 Altizer House

Frame, one 1/2-story, early twentieth-century bungalow

184-0001-026 Gillespie House

Frame, two-story, late-nineteenth-century, central-passage-plan dwelling with central portico. Noncontributing frame garage

184-0001-027 Cruey Cabinet Shop

Concrete block, two-story, mid-twentieth-century, noncontributing shop/dwelling

184-0001-028 Spotts-Cruey House

Frame, two-story, central-passage-plan, late nineteenth-century dwelling

184-0001-029 Building

Concrete block, one-story, early-twentieth-century, industrial building

184-0001-030 Bridge piers

Stone piers that formerly supported a pedestrian bridge over Indian Creek

184-0001-031 House

Frame, one-story, late twentieth-century noncontributing dwelling

184-0001-032 Cedar Bluff High School

Brick, two-story, four-room, early twentieth-century school building

184-0001-033 House

Frame, one-story, late twentieth-century, noncontributing tract house

184-0001-034 House

Frame, one 1/2-story, double-pile, central-passage-plan dwelling with central pediment

184-0001-035 House

Frame, one-story, double-pile, two-room, early twentieth-century dwelling

184-0001-036 House

Frame, one-story, two-room, early twentieth-century dwelling

184-0001-037 House

Frame, one-story, late twentieth-century, noncontributing dwelling

184-0001-038 House

Frame, one-story, late twentieth-century, noncontributing dwelling

184-0001-039 House

Frame, one-story, early twentieth-century, central-passage-plan dwelling

184-0001-040 House

Frame, one-story, late twentieth-century, noncontributing dwelling

184-0001-041 House

Frame, one-story, mid-twentieth-century, noncontributing dwelling

184-0001-042 Williams House

Frame, two-story, mid-to-late nineteenth-century, central-passage-plan dwelling

184-0001-043 Country Curtains Building

Metal, one-story, late-twentieth-century, noncontributing, commercial building

184-0001-044 McGuire-Peery House

Frame, two-story, central-passage-plan, late-nineteenth-century dwelling with contemporary outbuildings: a frame two-room servants' house, granary, barn, and corn crib, as well as the site of an outbuilding.

184-0001-045 Cedar Valley Drive Bridge

Concrete, mid-twentieth-century noncontributing bridge over Indian Creek

184-0001-046 Indian Creek Railroad Bridge

Iron, early-to-mid-twentieth-century railroad trestle over Indian Creek

184-0001-047 Indian Creek Road Bridge

Concrete, mid-twentieth-century noncontributing bridge over Indian Creek

184-0001-048 Indian Creek Post Office and Store site

Site of late nineteenth-century commercial buildings on north side of Indian Creek

Statement of Significance

The Old Kentucky Turnpike Historic District is significant under Criterion A under the themes of industry, transportation, and politics/government. It is located in a mid-nineteenth-century turnpike town which demonstrates in its form and history the settlement patterns characteristic of some villages in the rugged terrain of Southwest Virginia, where a conjunction of water power and convenient transportation routes sometimes encouraged the growth of communities in narrow valleys. The community of Mouth of Indian, later known as Cedar Bluff, was the birthplace of Virginia Governor George C. Peery (1873-1952), whose childhood home survives as one of the most architecturally significant in the district.

The district is also significant under Criterion C, as an architecturally distinguished collection of domestic and institutional buildings, many of the most ornate of which were built by a skilled local builder Thomas M. Cubine (born 1851). The forms of many of the dwellings exhibit traditional house planning practices, while their ornamental detailing introduced popular decorative elements from late-nineteenth-century published sources. The period of significance extends from the mid-1850s, when the village began to take form along the new turnpike near a mill at the mouth of Indian Creek, to the mid-1940s, when the district had largely assumed its present appearance.

Narrative

The present town of Cedar Bluff is located several miles east of the larger town of Richlands, Virginia. It includes within its boundaries two mid-nineteenth-century settlements. The section being nominated to the National Register of Historic Places is located in an area of rolling or nearly flat bottomland in a narrow valley near the mouth of Indian Creek on the Clinch River. It includes the lower of the two settlements. The earliest name for this lower

settlement was Mouth of Indian, often simply shortened to Indian.[1] Most of the land in both settlements belonged to members of the McGuire family at the start of the nineteenth century.

The apparently older, upper community was located southeast and upstream of Mouth of Indian in a bend of a steep-walled section of the Clinch. This settlement was the location of the first grist mill on this section of the Clinch, operated in the mid-nineteenth century by members of the McGuire family.[2] William McGuire (c. 1757-1837) a second-generation settler of Ulster ancestry, purchased 200 acres on the Clinch River in 1792 and settled there. His land, which he later augmented, was located on both sides of Indian and Middle creeks.[3] William McGuire Sr. and his heirs conducted a mercantile business in addition to their mill.[4] McGuire's son, William McGuire Jr. (1779 or 85-1862), was a farmer and Methodist minister. The first mention of milling in the area is found in an 1842 deed which refers to McGuire's Mill Dam. Elijah McGuire purchased the upper mill and dam from his father, William McGuire Jr., in 1853.[5]

Another of the earliest settlers to exploit the commercial and industrial potential of the rapid fall of the Clinch at this location was Thomas M. Scott (c. 1813-1886), a native of Saltville, who arrived there in about 1845. Family tradition indicates that he opened a store and taught in a school.[6] He is generally credited with naming the upper village Cedar Bluff,[7] and he served as the first postmaster of Cedar Bluff through the most of antebellum period, beginning in 1846.[8] Scott is said to have opened the first carding and spinning mill in the area, probably in the period after the Civil War.[9]

Scott resided and operated the post office in a log house near his businesses.[10] Later the Scott family developed a small resort at a mineral spring near the village, on land purchased from the William McGuire Jr.'s son Elijah. In the later nineteenth century or early twentieth century Erastus Scott built a forty-room hotel on the tract called the Blue Sulphur Inn. While Scott's house and post office was in the upper village of Cedar Bluff, by the late nineteenth century the Cedar Bluff post office appears to have been relocated

to Mouth of Indian. A new and separate post office was opened in 1905 in the upper village, probably to serve the hotel. It was called Blue Sulphur.[11] In 1908 this situation was rectified, when the Blue Sulphur post office took the name of Cedar Bluff and the post office in lower village was renamed Indian.[12]
The Indian post office was closed in 1929.[13]

Confusion among names of post offices and the incorporation of both villages into the town of Cedar Bluff in the late nineteenth century has muddied the historical account since then. One of the clearest accounts of the history of the vicinity appeared in a Pocahontas, Virginia, newspaper on 2 August 1907 and clearly distinguishes between the villages of Indian and Cedar Bluff.[14] C. R. Boyd's 1886 map of the mineral resources of Southwest Virginia indicate both communities: Cedar Bluff, with its woolen mill, and Mouth of Indian to the west. The population of 200 persons he indicates for Cedar Bluff probably referred to the entire neighborhood including Mouth of Indian.[15]

One of the best sources documenting the early settlement of the Mouth of Indian area is the map drawn in the late 1840s, prior to the construction of the Richlands and Kentucky Line Road and Tazewell Courthouse and Richlands Turnpike. The latter was built in connection with the former to link it with a contemporary turnpike from Jeffersonville (Tazewell Courthouse) towards Wytheville. While the map does not show the area of the upper village, it clearly shows the vicinity of the lower village as part of a narrow band of bottomland through the region. The route of the turnpike begins at Tazewell and proceeds westward through Baptist Valley, downstream along Indian Creek to its mouth at the Clinch River and along the Clinch to the west. Farmsteads, other buildings, and the names of the owners, as well as major geographical features, are shown along the route.

The proposed path of the Tazewell Courthouse and Richlands Turnpike, which may have been altered in execution, is nearly the same as the present Indian Creek Road and Old Kentucky Turnpike.[16] The turnpike, as projected, forded Indian Creek west of the present Indian Creek Road Bridge (184-0001-047), followed its present route and crossed the

Clinch River just upstream from the mouth of the creek. It crossed the river again after skirting the edge of the present James M. McGuire Farm (184-0001-044). As actually built, the turnpike seems to have crossed Indian Creek a second time near the pedestrian bridge to College Hill, and to have proceeded towards Richlands on the northwest side of Indian Creek and the Clinch River.

The main section of the Old Kentucky Turnpike Historic District, the area of central Cedar Bluff encompassed within the curve of Indian Creek, is shown on the map as completely devoid of structures. Three farmhouses along Indian Creek are labelled "McGuire," the lowest one (apparently the dwelling of the family of William McGuire Jr.) standing on the north side of the creek near the ford. Two other houses, owned by members of the Wilson family, are shown. One was on the north side of the creek on present-day College Hill Road and the other was in the next bend of the Clinch River toward Richlands.[17] The first of these houses may be the same as the present house at 184-0001-042.

While conventional agricultural activities apparently drew most early settlers to the Mouth of Indian area, the fall of the Clinch River encouraged the construction of a mill there in addition to those at the upper settlement of Cedar Bluff. William McGuire Jr., whose family operated the grist mill at Cedar Bluff, acquired 100 acres at the mouth of Indian Creek from his father and his brother John in 1833.[18] Eventually he accumulated 331 acres at the mouth of Indian Creek, land which included most of what would become the lower village.[19] The principal developers of Mouth of Indian were the sons-in-law, daughters, and grandchildren of William McGuire Jr. After McGuire's death intestate in 1862, some of his heirs sued his estate to force an equal division of his land at the mouth of Indian Creek.[20] The bottomland was divided into ten lots and distributed among his wife and children. Some of the heirs accumulated several lots from their siblings and mother. Chapman A. and Louisa McGuire Spotts and William T. and Ann McGuire Morton bought out some of the other heirs and they and their descendants sold many of the lots along the turnpike during the post-Civil War era.

William T. Morton (born c. 1823), a cabinet maker,[21] had arrived in the area by the early 1850s. He built a sawmill in partnership with Henry McGuire on the land of William McGuire Jr. just above the mouth of Indian Creek.[22] The date of the mill's construction may have been a response to the construction of the turnpike with its ease of access to local farms. Morton married William McGuire's daughter, Ann, and purchased the mill seat from his father-in law in 1853, and soon after built a grist mill (92-17).[23] Eventually, in 1865, after McGuire's land had been divided, the Mortons built a house near the mill. The house later housed paying guests and was known as the Monticello Hotel. It remained Cedar Bluff's most substantial domestic building until its demolition in the mid-1980s. The tax records for 1854 show that the mill site included improvements valued at $300, which increased to $800 in 1857.[24] A store, planing mill, and furniture shop appear to have been connected with the mill.[25]

Other early settlers in the Mouth of Indian area included A. J. Cruey, who came from Smyth County to Tazewell, Ephraim G. and Mary Repass, who acquired land in the present town, south of Indian Creek, and the family of Chapman A. Spotts, who married one of William McGuire Jr.'s daughters, Louisa, and served as county magistrate in the antebellum period.[26]

Few antebellum structures survive in the town. Physical and documentary evidence suggest that there were few buildings on the south side of Indian Creek until after the Civil War. Only the Morton/Higginbotham Mill (built 1856?) and the Monticello Hotel (built 1865) clearly dated from 1870 or earlier. The Gov. George Peery House (184-00001-005) at the east end of town may have been built in the 1870s, but most of the other structures date from the 1880s and after. This suggests that the Indian community was a dispersed, sparsely populated hamlet that grew up near the mill only after the arrival of the turnpike, as confirmed by the absence of buildings on the turnpike map. The community had no central focal point other than the mill and did not assume its present linear form until after the arrival of the railroad in 1889.

The entire region benefitted from the construction of the Tazewell Courthouse and Richlands Turnpike in the years after 1850. It undoubtedly followed the route of an early wagon road through the area, but the import and export of goods and produce was more practicable on this improved road through Baptist Valley. Tradition states that previously goods had been hauled over the mountains from Saltville.[27] Since it followed Indian Creek the turnpike did not go through the upper village at all. Instead that settlement was reached by a lesser road running along the Clinch from the Cumberland Gap Turnpike to the east to Mouth of Indian.[28]

Although it joined the Richlands and Kentucky Line Road which led west, the turnpike was apparently not a major through route to the west, but instead a connection between backcountry farms and the eastern markets on which they depended. Records of its construction parallel those of many secondary turnpikes instigated by local landowners taking advantage of matching state road funding in the years leading up to the Civil War. The projects were typified by slow construction, complaints of poor maintenance, cost overruns, and little, if any, income from tolls. Begun in 1850, the road, in poor repair, was still not complete in 1858 and no toll gates had ever been erected.[29] In 1860, an Act of the General Assembly referred to the entire road as the Tazewell Court House and Kentucky Line Turnpike, suggesting a consolidation of efforts.[30] Deed records in the 1870s and 1880s refer to the road as the "Mcadamized Road" and the "Virginia and Kentucky Turnpike." Eventually the turnpike was absorbed into the county road system.

The communities of Indian and Cedar Bluff saw limited action during the Civil War. Thomas Scott's house and post office were "looted" by Union troops under command of Brigadier General Stephen G. Burbridge. The force had marched along the turnpike from the west in an unsuccessful attempt to destroy the salt works in Wythe County, the South's principal source of salt. Scott's family were warned and the raiders were delayed by Col. Trimble's Confederate forces who delayed them at Cedar Bluff for almost a day until troops could be moved to defend the salt works. Local-born soldier Peter McGuire, son of Cornelius McGuire,

home on furlough from the Forty-fifth Regiment, met the Union troops at Indian Creek and fired close range from horseback before escaping into the hills to join Trimble late. Burbridge's troops later retreated over the same route.[31]

The Indian settlement experienced increased growth during the postbellum period, but it remained a small, relatively isolated community that grew in response to the water resources on that section of the Clinch River and the intersection of several secondary roads with the Tazewell Courthouse and Kentucky Line Turnpike. One of the first physicians in the area was James Peery, born in Burke's Garden in 1833. Peery had served the Confederate army as a surgeon attached to Derrick's Battalion.[32] He married Chapman A. and Louis McG. Spotts' daughter Mary in 1867, settled on the Spotts' tract at the east end of Mouth of Indian, and maintained a practice extending through three counties.[33] The Peery house (184-0001-005), named for his son, Gov. George C. Peery, stands at the eastern end of the historic district on the south side of the turnpike.[34]

George C. Peery was born at his parents' home in Cedar Bluff in 1873. He attended local schools, worked for his father on their farm and in their store, and attended Emory and Henry College in the early 1890s. He served immediately after graduation as the principal of Tazewell High School for two years and enrolled in the Washington and Lee University School of Law. He set up practice in the neighboring coal boom town of Wise and accumulated a substantial fortune. He married Nancy Bane Gillespie, a member of another prominent Cedar Bluff family.[35]

Peery was very active in Democratic politics after he returned to Tazewell in 1915, and his organizational skill earned him high regard among state political leaders. He successfully challenged the republican dominance of the Ninth District in 1922, when his election to Congress made him a valuable ally of Harry F. Byrd, then assembling his powerful political organization across the state. He was eventually rewarded for his loyalty to Byrd and his policies of fiscal and economic conservatism by the Democratic nomination for governor in 1933.

Peery won the election easily and his administration pushed through several important measures, including the repeal of prohibition and the creation an alcoholic beverage control board, the raising of taxes to balance the state's budget, and a major reform of the trial justice system. He resisted attempts to efforts to increase social spending by the state during the later years of the Great Depression while carefully insuring that the state lost none of its share of federal relief funds.

Peery retired to Tazewell County after his term as governor expired. His principal biographer has said that Peery, "at first glance, seems to have epitomized the typical Byrd organization member- quiet, unassuming, colorless." In spite of his undemonstrative manner, however, he played "a central role in the evolution of the organization," and was "a highly representative figure and a substantial contributor to Virginia political history from 1920 through 1938."[36]

Between 1883 to 1908 the Peerys sold many of the lots along the turnpike to persons who proceeded to build houses. Thomas M. Cubine, Fanny Lipford, and William Grinstead all purchased lots from the Peerys on which significant houses survive.[37] A. F. Wingo, Lydia Wingo, James A. Gillespie, and Nancy Jane Gillespie, William E. Baylor, and Alvah Stinson purchased land at the west end of the village in the late nineteenth century and their families are represented by surviving houses in the district.[38] Nancy Jane and T. A. Gillespie built the house at 184-0001-026, W. B. Wingo is said to have built the house at 184-0001-021, and Alvah Stinson purchased the site of the Stinson House (184-0001-015).[39] Baylor, a physician, purchased land in the same area in partnership with William A. Ward beginning in 1887.[40] He sold that land and built a house (184-0001-002) on the north side in the early 1890s.[41]

An historic photograph (photograph no. 22) dating from the turn of the twentieth century shows the village of Indian from a bluff to the east.[42] The Gov. George Peery House occupies the central foreground with the turnpike running back behind it. A gable fronted building across the road from the Peery House is apparently the store operated by the

Peery family. A large barn is visible behind the Peery House. Most of the important buildings along the turnpike are still standing, except the old Cedar Bluff Methodist Church and the Monticello Hotel. Most of the houses are equipped with small barns. The Cedar Bluff School/Town Hall is visible as a large frame building with window blinds and a side gable, while the steeple of the original Methodist church can be seen behind it. The Indian Post Office and store are apparent in the lower foreground.[43]

In 1870 Thomas Jefferson Higginbotham purchased the mill, house, and associated land at the mouth of Indian Creek from William T. Morton. It would appear that Higginbotham helped finance his purchase during the 1870s by operating a hotel in the residence, known as the Monticello Hotel. The related deeds refer only to a saw mill, a grist mill, and a dwelling house. At the time of the 1880 industrial census the mill was performing only custom milling, which involved the provision of milled flour for local farmers in return for a portion of the grain.[44] The mill would soon, however, be transformed into a commercial industrial operation.

The building of most of the nineteenth-century houses in the district is traditionally attributed to a local builder, Thomas McChesney Cubine (born in 1851). Cubine is said to have built the Thomas Cubine House (184-0001-012) for himself, the Grinstead House (184-0001-016), and the Gillespie House (184-0001-026).[45] He is traditionally believed to have begun his career in the area working with a builder named Thomas Hawkins, with whom he built the now-vanished Monticello Hotel or Morton House near the west end of the district.[46] Other houses with similar form and detailing may have also been built by Cubine. These include the Ratliff House (184-0001-003), the Gov. George Peery House (184-0001-005), the John M. McGuire House (184-0001-044), and the Stinson House (184-0001-015). Cubine was the son of Patrick Pendleton Cubine and his wife, Susanna Hickey of Washington County, Virginia. He died in the early twentieth century and is buried in Chattanooga, Tennessee.[47]

The upper village received a railroad station and the whole area got a substantial commercial boost in 1889, when the Clinch Valley Division of the Norfolk and Western Railway

was opened through Cedar Bluff following the route of the Clinch River. Households in the area augmented their income by boarding workmen from the railroad during construction.[48] By this time two woolen mills using local produce, the Clinch Valley and the Klondyke mills, were in operation in Cedar Bluff. The Cedar Bluff Woolen Mills were managed by T. Albert McGuire[49] and the Klondyke Woolen Mills operated by C. E. Goodwin.[50] Railroad traffic was augmented in 1910 by the opening of the Cedar Bluff-Iager branch line, which crossed along the southeast side of the Indian community and proceeded up Indian Creek to the northeast and east.[51]

The railroad was very effective in developing regional markets and local industries were stimulated. The McGuire-Higginbotham Mill (92-17) in Indian benefitted greatly from the railroad's advent, as well. It appears to have been rebuilt or refitted in the early 1880s with modernized equipment for more efficient "gradual reduction" of grain. Although by 1880 the Higginbotham Mill had the largest capacity (150 bushels per day) in Tazewell, it remained a local custom mill. The railroad made available wheat supplies and flour markets in areas outside the western Tazewell region.[52]

The conversion of the business from local custom milling to commercial flour production was predicated not only on the easy and unlimited supply of water but on the arrival of the railway. Low rates for shipping on the Norfolk and Western made grain from western regions easily available and shipping flour to the urban east very lucrative. In 1896 the two runs of French mill stones were removed and replaced with three pairs of modern steel rollers and a flour packer. The mill was renamed Clinch Valley Roller Mills in keeping with its new commercial function. By the early twentieth century the mill was one of the largest in the Southwest Virginia region.[53]

In 1895 both upper and lower villages were united into the newly incorporated town of Cedar Bluff. A lack of revenue, however, led to the surrender of the charter in 1900.[54] In 1907 a Pocahontas, Virginia, editorial writer reported that the inhabitants of the upper village (which the writer called Cedar Bluff) wanted to have their Blue Sulphur post

industries located in the upper section of the new town but when a bank was opened in 1910 it was built nearby. The bank operated for only five years.[61]

Unquestionably, by the late nineteenth century the center of population was in the more expansive area known as Indian.[62] When community schools and social and government buildings were constructed these were located, like most of the houses, along the sides of the Kentucky Turnpike on the southwest bank of Indian Creek, which some deeds referred to as the "Main Street of Indian."[63] Many of the commercial buildings remained in the upper village, near the railroad. The earliest school had been, however, held in the early nineteenth century log building of the community's only church at Jones' Chapel, northwest of the settlement.

A private coeducational academy, the Cedar Bluff High School, was begun in 1874 by the many of the community's leaders. It was housed in a two-story building on the northeast side of Indian's main street in 1874.[64] It still stands, in a much-altered condition (184-0001-018). The Cedar Bluff High School was incorporated at "the Mouth of Indian" by the Virginia General Assembly in 1882. The act of incorporation enabled the school to take advantage of public school funds. The lower floor of the masonic hall, which had been purchased by the school trustees, would be donated for the use of the school.[65] This masonic lodge must have been dissolved, since the present lodge was organized in 1895.[66]

The town's public grammar school was housed in the late nineteenth century in an adjacent two-story school building (184-0001-020). It was doubled in size by an addition and served as the town hall and school. It was sold to the masonic lodge in 1913. In 1920 the masons sold the building to H. W. and Louise Bane. In 1927 the Banes conveyed it to the town of Cedar Bluff, which used it as a town hall until 1954, when it was again sold to the masons, who retain ownership of it today.[67] The frame building received a brick veneer covering in the second quarter of the twentieth century.

By 1906 crowding of both grammar and high schools dictated that the high school be relocated. It was moved to the top of a nearby hill, known thereafter as College Hill.[68] The new four-room, two-story brick building (184-0001-032) was the most elaborate and architecturally sophisticated building in the town, affirming the community's strong interest in education. The high school was reached by a winding drive called College Hill road. Students crossed Indian Creek to climb the hill using a footbridge (184-0001-030). The building still stands, having been converted to use as an elementary school in 1941, when the high school was consolidated in Richlands, and finally vacated in about 1950.[69] The boarded-up building is now in private hands.

Many of the descendants of William McGuire Jr., a Methodist minister, were members of the Methodist Church. A small lot at the west end of Indian was sold to the trustees of the Methodist Episcopal Church, South in 1888 by William A. Ward and William E. Baylor, who had invested in several lots in the community.[70] The church built on that lot burned in 1955 and the present church (184-0001-008) was built on the another lot donated by descendants of James and Louisa Peery.[71] A parsonage (184-0001-017) was built for the Methodist minister on the north side of the Old Kentucky Turnpike. A Presbyterian church was built in about 1930 on a lot also donated by the Peery family. The Cedar Bluff Presbyterian Church (184-0001-014) is located on the west side of Indian Creek Road.

Notes

1 Mildred McGuire, "The Historic Town of Cedar Bluff," Richlands News-Press and Clinch Valley News (2 July 1975) 8D.

2 Gibson Worsham, National Register Nomination for Clinch Valley Roller Mills, Cedar Bluff, VA, U.S. Dept. of the Interior, National Park Service, cont. sheet 9.

3 William Reynolds, McGuire family geneology, typescript in files of town of Cedar Bluff (1978) 50.

4 McGuire 8D and "History of Cedar Bluff," (1973) typescript in files of town of Cedar Bluff, 10.

5 Tazewell County Circuit Court, Tazewell, Virginia, Deed Book 7, 396.

6 "History of Cedar Bluff."

7 "Thomas Scott Gave Cedar Bluff Name," Richlands News-Press and Clinch Valley News (2 July 1975) 10D and McGuire, 10D.

8 Leslie 533.

9 McGuire 8D.

10 McGuire 8D.

11 "History of Cedar Bluff" 6.

12 "History of Cedar Bluff" 3.

13 Leslie 539.

14 "History of Cedar Bluff" 1-3.

15 C.R. Boyd, C.E., "Southwest Virginia and Contiguous Territory: Mineral Resources and Railway Facilities" (Wytheville, VA: 1886).

16 Contemporary deed records indicate that the turnpike as built forded Indian Creek at the west end of the community and travelled west along the west bank of the creek in the same path as College Hill Road. See Tazewell County Deed Book 12, 164.

17 "Tazewell Court House and Richlands Turnpike and Richlands and Kentucky Line Road," undated map from files of Board of Public Works, Virginia State Library and Archives, Richmond, VA.

18 Tazewell County Deed Book 5, 533.

19 Tazewell County Chancery Order Book, 1863-1978, 3.

20 Tazewell County Chancery Order Book, 1863-1978, 3.

21 Tazewell County Historical Society, 1860 Census [need citation].

22 Tazewell County Deed Book 11, 131.

23 Tazewell County Deed Book 11, 131 and Worsham, cont. sheet 9.

24 Tazewell County Circuit Court, Tazewell, Virginia, Land Books, 1854-1857.

25 Worsham, cont. sheet 9.

26 McGuire 8D and Reynolds 546.

27 "History of Cedar Bluff" 6.

28 "Tazewell Court House and Richlands Turnpike and Richlands and Kentucky Line Road," undated map.

29 Commonwealth of Virginias, Board of Public Works, Richlands and Kentucky Line Road and Tazewell Court House and Richlands Turnpike, miscellaneous records, 1847-1859, Virginia State Library and Archives, Richmond, VA.

30 Acts of the General Assembly of the State of Virginia (Richmond, VA: William P. Ritchie, Public Printer, 1860).

31 "The Annals of Picturesque Cedar Bluff, Virginia," 1907 article from an unidentified Pocahontas, Virginia dated 2 August 1907 quoted in "History of Cedar Bluff, Virginia," 1-3.

32 Joseph A. Fry, "George C. Peery: Byrd Regular and Depression Governor," in Edward Younger, ed., The Governors of Virginia, 1860-1978 (Charlottesville, U of Virginia P, 1982) 261.

33 McGuire 8D.

34 The appearance of the house in 1940 is recorded in a photograph in the collection of the Virginia State Library. See Tazewell County Historical Society, Another Album of Tazewell County, Virginia, Part II (Charleston, WVA: Pictorial Histories Publishing Co., 1991) 11.

35 Fry 261.

36 Fry 263-274.

37 Tazewell County Deed Books 22, 60; 34, 108; 32, 35; and 63, 270.

38 Tazewell County Deed Books 19, 231; 24, 313; 25, 484; 43, 360 and others.

39 Thompson and Litton, Engineers, Wise, Virginia, "Cedar Bluff Historic District," typescript (1990).

40 Tazewell County Deed Books 21, 636; 21, 637; 24, 198.

41 Thompson and Litton.

[42] Historic photograph, collection town of Cedar Bluff, Virginia, from estate of Mildred McGuire.

[43] Another historic photograph, from 1908, is from the southwest and shows the McGuire-Peery House and the Monticello Hotel in the foreground. See postcard view of Indian, 1908, in Tazewell County Historical Society, An Album of Tazewell County, Virginia (Charleston, WVA: Pictorial Histories Publishing Co., 1989) 111.

[44] Worsham, cont. sheet 10.

[45] Thompson and Litton.

[46] McGuire 8-D.

[47] John and Ruth Cubine, Cubine family geneology group sheets, typescript in files of the town of Cedar Bluff, (1987).

[48] Worsham, cont. sheet 10.

[49] "The Annals of Picturesque Cedar Bluff" in "History of Cedar Bluff" 3.

[50] Louise Leslie, Tazewell County (Radford, Va: Commonwealth P, 1982) 158.

[51] "History of Cedar Bluff" 6.

[52] Worsham, cont. sheet 11.

[53] Worsham, cont. sheets 12-13.

[54] "History of Cedar Bluff" 4.

[55] "The Annals of Picturesque Cedar Bluff" in History of Cedar Bluff" 3.

[56] American Historical Society, History of Virginia, vol. IV (Chicago, IL: American Historical Society, 1924) 476-477.

57 "Map showing the Gillespie Addition of the town of Indian, Tazewell County, Virginia, August 2nd, 1911," Tazewell County Deed Book 70, 488.

58 "History of Cedar Bluff" 4.

59 Raymond Patrick, interview, Cedar Bluff, VA, 27 Nov. 1993.

60 R.D. Williams, interview, Cedar Bluff, VA, 27 Nov. 1993.

61 "History of Cedar Bluff" 6.

62 A deed of 1911 referred to a location in the "Town of Indian." Tazewell County Deed Book 69, 566.

63 Tazewell County Deed Book 482, 363.

64 "History of Cedar Bluff" 10.

65 Acts of the General Assembly of the State of Virginia (Richmond, VA: R.F. Walker, Superintendant Public Printing, 1882) 275-257.

66 "History of Cedar Bluff" 10.

67 Tazewell County Deed Books 75, 72; 89, 522; 121, 388; 250, 369.

68 "History of Cedar Bluff" 10.

69 "History of Cedar Bluff" 14-15.

70 Tazewell County Deed Book 36, 398.

71 Thompson and Litton.

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G 17/432240/4105100

Boundary Justification

The boundaries of the Old Kentucky Turnpike were selected to include the well-preserved historic core of the community of Mouth of Indian, linked by the green belt along the edges of Indian Creek and the Clinch River. The area is characterized by its historic visual integrity. The modern commercial center of the town of Cedar Bluff, located along Cedar Valley Drive, has been excluded.

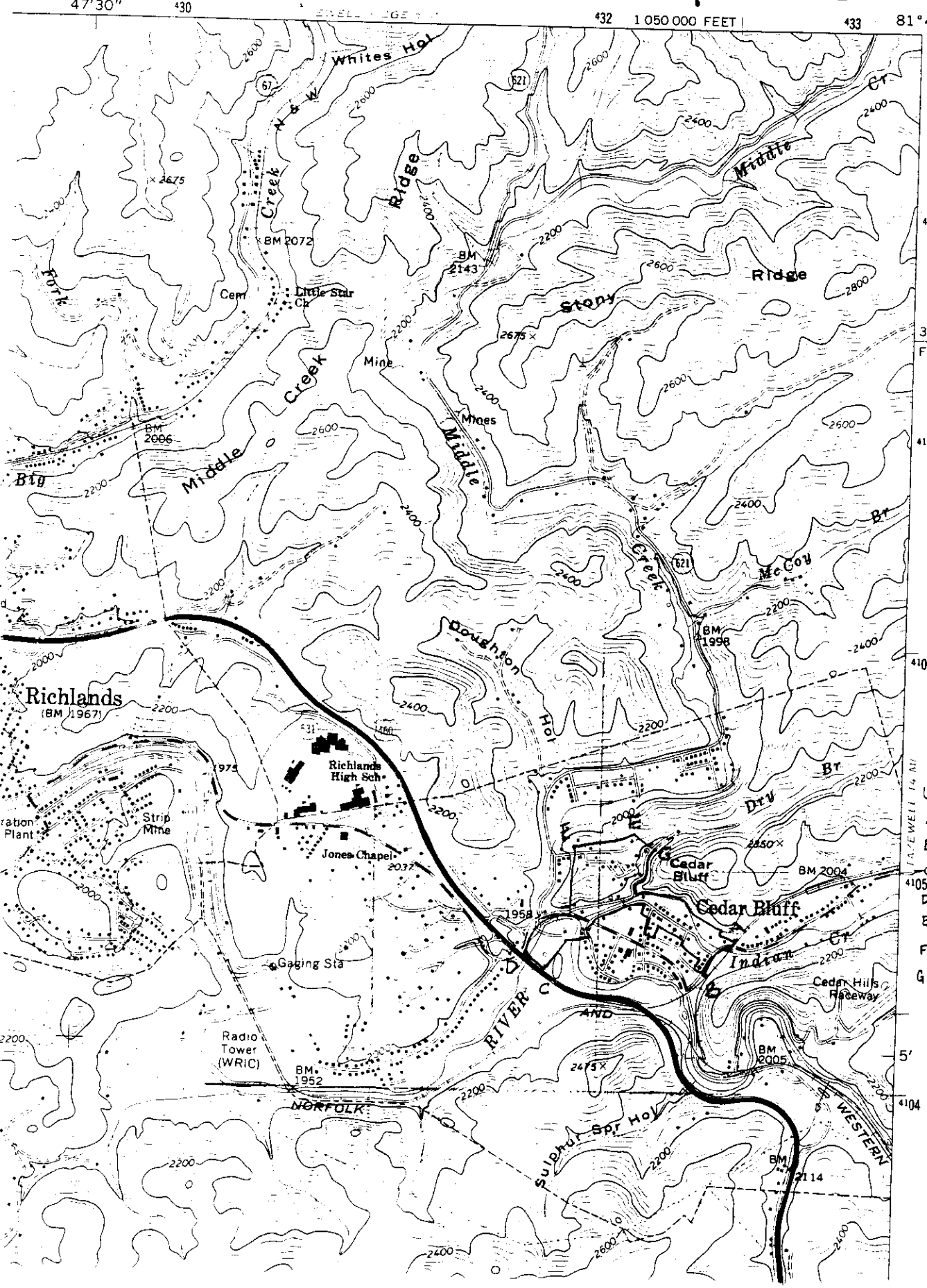
Description

Beginning at point A on the south side of Indian Creek Road below the west side of the Norfolk Southern railroad bridge, proceeding west and south along the same side of Indian Creek Road to point B opposite the south boundary of the lot belonging to the Cedar Bluff Presbyterian Church, proceeding west across the Indian Creek Road and west and north along the south and west sides of the same lot and the lot to the north to point C, proceeding west along the rear of the lots on the south side of Old Kentucky Turnpike to a point D at the eastern edge of the lots along the east side of Maple Lane, proceeding south along the same lots to a point E at the southeast corner of lot at site 184-0001-025, proceeding west along the south side of the same lot and across Maple Lane to a point F on the west side of Maple Lane, proceeding north on the west side of Maple Lane to point G at the southeast corner of lot at site 184-0001-026, proceeding west and north along the south and west edges of the same lot to point H on the south side of Old Kentucky Turnpike, proceeding west and southwest along the south side of Old Kentucky Turnpike to point I on the southeast corner of Old Kentucky Turnpike and Cedar Valley Drive, proceeding south along the west side of River Road to a point J at the

southeast corner of lot at site 92-17, proceeding due west across the Clinch River to point K at a fence south of the house at site 184-0001-044, proceeding southwest to a point L on the northeast side of US 460, proceeding northwest on the northeast side of US 460 to point M on the northwest side of Clinch River, proceeding northeast and east along the northwest and north side of the Clinch River to point N immediately south of the west side of lot 184-0001-042, crossing Cedar Valley Drive and following the west side of the same lot and a line projected from the same side of the lot to point O sixty feet northwest of College Hill Road, proceeding northeast along a line sixty feet northwest of College Hill Road to point P northwest of the easternmost point on the east side of College Hill Road, proceeding south and southwest along the east side of College Hill Road to point Q on the north side of Indian Creek, proceeding east along the north side of Indian Creek to point R aligned with the fence located north of the house at site 184-0001-002, proceeding east along the same line to point S at the corner of the fence around the house at site 184-0001-002, proceeding south with fence to point T on a line thirty feet north of the rear of the house at site 184-0001-001, proceeding east to point U on the west side of the Norfolk Southern railroad right-of-way, proceeding south along the west side of the Norfolk Southern right-of-way to point A at the point of origin on the south side of Indian Creek Road.

RICHLANDS QUADRANGLE
VIRGINIA
7.5 MINUTE SERIES (TOPOGRAPHIC)
SE/4 RICHLANDS 15' QUADRANGLE

4658 II NW (AMONATE)



OLD KENTUCKY TURNPIKE
HISTORIC DISTRICT
TAZEWELL CO., VA

UTM REFERENCES:

A 17/432620/4104700
B 17/432470/4104540
C 17/431770/4104560
D 17/431620/4104620
E 17/431690/4105090
F 17/432150/4105170
G 17/432[illegible]/4105100