NAME

HISTORIC
The Newland Road Site (31Pk5)

AND/OR COMMON
The Nine Foot Brick Road

LOCATION

STREET & NUMBER

CITY, TOWN

X VICINITY OF Morgan's Corner First

STATE
North Carolina

CLASSIFICATION

CATEGORY

D DISTRICT

B BUILDING(S)

S STRUCTURE

X SITE

O OBJECT

OWNERSHIP

P PUBLIC

X PRIVATE

B BOTH

PUBLIC ACQUISITION

IN PROCESS

BEING CONSIDERED

STATUS

O OCCUPIED

X UNOCCUPIED

W WORK IN PROGRESS

A ACCESSIBLE

YES RESTRICTED

YES UNRESTRICTED

NO

PRESENT USE

A AGRICULTURE

M MUSEUM

C COMMERCIAL

P PARK

E EDUCATIONAL

I PRIVATE RESIDENCE

T ENTERTAINMENT

R RELIGIOUS

G GOVERNMENT

S SCIENTIFIC

I INDUSTRIAL

T TRANSPORTATION

O MILITARY

OTHER

OWNER OF PROPERTY

NAME
Multiple Ownership - See attached list

STREET & NUMBER

CITY, TOWN

STATE

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE

Pasquotank County Courthouse

REGISTRY OF DEEDS, ETC

STREET & NUMBER

CITY TOWN

STATE

Elizabethtown

North Carolina

REPRESENTATION IN EXISTING SURVEYS

TITLE
"Cultural Resource Survey of US 17 from Elizabeth City to the Virginia State Line, Pasquotank and Camden Counties, North Carolina." By Coastal Zone Resources Division, Ocean Data Systems, Inc. for the N.C. Department of Transportation.

DATE
January 17, 1979

-FEDERAL -STATE -COUNTY -LOCAL

DEPOSITORY FOR
North Carolina Department of Transportation and Archaeology Branch,

SURVEY RECORDS
Division of Archives and History.

CITY TOWN
Raleigh

STATE
North Carolina
DESCRIPTION

Three separate, remnant sections of an early twentieth century brick road were recorded as the result of a pedestrian archaeological reconnaissance. The survey was conducted to locate significant prehistoric and historic archaeological sites which might be adversely affected as a result of construction to improve U.S. Highway 17, north of Elizabeth City, Pasquotank County, North Carolina. Of the three sections, only one (Section 1) was actually to be affected by highway construction. Section 1 was determined eligible to the National Register of Historic Places. Highway construction was deemed to have a potentially negative effect on the property. Therefore, archaeological excavation was conducted to record as much information as possible about the brick roadway and its means of construction. These investigations were sufficient to mitigate the adverse effects of the proposed construction. The two remaining sections were once integral with Section 1 and obviously share the importance ascribed to Section 1. These are the only known remnants of what was once an important regional transportation route.

ARCHAEOLOGICAL INVESTIGATIONS:

Archaeological investigations were conducted on Section 1 of the Nine Foot Brick Road under the auspices of the North Carolina Department of Transportation. The results of this excavation, including the methods of road construction, are taken as indicative of what would be found for the other two sections (2 and 3) presented in this nomination.

Excavation methodology consisted of the laying of a narrow trench across the width of the road, to exceed the width on both sides of the actual brick surface itself. Removal of the surface bricks required the use of sledge hammers, mattocks, and iron bars. Excavation proceeded through several distinct layers and was carried well into sterile subsoil.

As seen in Figure 1, several depositional layers were observed. Three are interpreted as being related directly to construction of the Nine-Foot Brick Road. The brick themselves were laid in a fashion analogous to the American or Stretcher bond pattern of vertical wall construction. Portland cement was used to bond the bricks to one another. A sandy cement mortar was placed immediately beneath the brick layer. Beneath the mortar bed was a layer of grey clay fill, apparently deposited to establish a level surface for the new roadbed.

The excavations at Section 1 also yielded evidence of what may be an earlier road-bed. This consists of a thin layer of cinders which was deposited upon native undisturbed subsoil. It is not known at present whether any remnants of such a purported cinder roadbed are to be found beneath Sections 2 and 3 of the Newland Road.
PERIOD AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

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<td>1700-1799</td>
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<td>___EXPLORATION/SETTLEMENT</td>
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<td>1900-1999</td>
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<td>___POLITICS/GOVERNMENT</td>
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SPECIFIC DATES 1922

STATEMENT OF SIGNIFICANCE

The Newland (or Nine Foot Brick) Road is two remnant portions of a highway constructed with brick. The highway's construction was undertaken originally under the sponsorship of Pasquotank County. Responsibility for the funding and construction of this road and others was ultimately absorbed by the State's own developing Highway Commission. These local and state efforts are significant for their role in making motorized vehicular travel safe and reliable for both business and pleasure in this corner of North Carolina.

The Nine-Foot Brick Road is eligible for inclusion to the National Register of Historic Places under the following criteria:

A. The road typifies the development of eastern North American transportation systems early in the twentieth century, especially where overland travel was frequently inhibited by marshy areas. Construction began under the aegis of the local county government. This pattern was altered in the second decade of the century as the State of North Carolina assumed responsibility for the development of transportation routes to serve the communities, their pleasure, and their commerce with safe, dependable paths within the state and between neighboring states.

C. Many different methods of road-building have been attempted in North Carolina. Dirt roads, puncheon and plank roads, and brick are means and methods of road construction which preceded modern techniques in many parts of eastern North Carolina. In this sense, the brick road is certainly demonstrative of a distinctive construction method and of a technical solution to transportation in marsh or other wetland areas.

D. Test excavation of Section 1 of the Newland Road has already provided data as to the construction methods employed in designing and building such brick roads. Also, this excavation reveals the possible re-use of old roadways and the potential for expanding knowledge of the evolution of methods of road construction.
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</table>

**OWNERS OF PROPERTY:**

- Michael C. and Vickie Baker  
  Route 3  
  Elizabeth City, North Carolina 27909

- Garland and Donna Colson  
  Route 3  
  Elizabeth City, North Carolina 27909

- John A. Madre  
  Route 4  
  Elizabeth City, North Carolina 27909

- Lenon F. and Carolyn J. Madre  
  Route 3  
  Elizabeth City, North Carolina 27909

- Mrs. Rex Mann  
  Route 3  
  Elizabeth City, North Carolina 27909

- Ramoth Gilead Church  
  Route 3  
  Elizabeth City, North Carolina 27909

- Lawford Sawyer  
  907 N. Road  
  Elizabeth City, North Carolina 27909

- State of North Carolina  
  Department of Transportation  
  William R. Roberson, Jr., Secretary  
  Raleigh, North Carolina 27611

- George W. Williamson  
  Route 3  
  Elizabeth City, North Carolina 27909
BOUNDARY JUSTIFICATION:

Boundaries are established using the surface manifestations of the brick roadways. The original survey report measurements for length are used, as is a standard width of nine feet. Section 2, given as five hundred feet in length, in conjunction with a width of nine feet (2.7 m.) represents 4,500 square feet (418 m²; 0.10 acres). Section 3 represents a total area of 45,000 square feet (4,182 m²; 1.03 acres). The test excavations on Section 1 revealed a subsurface cinder deposit which may represent portions of an earlier road. However, no excavations have occurred on Sections 2 and 3. The Nine-Foot Brick Road was, in places, built upon an earlier road, according to historical documentation found in maps and other sources. There is, however, no demonstration of or guarantee that any evidence of earlier roads will be located under Sections 2 and 3.

INTRUSIONS AND DATA LIMITATIONS.

Large portions of the brick Newland Road have already been lost, apparently as the result of construction of later roads. Agricultural activity presents a current threat in that equipment is often moved across the brick roadway, scarring and perhaps loosening sections of the brick. Potential threats to the site consist of removal of the brick road to expand available agricultural land or removal for purposes of re-use elsewhere.

ENVIRONMENTAL SETTING

The Newland Road is located in the Albemarle region of the Coastal Plain province of northeastern North Carolina. The two sections of the road are bordered to the northeast by the Pasquotank River and to the southwest by the Great Dismal Swamp. The brick roadway sections are located upon a finger of ground very slightly elevated above these two major topographic features.

The land is very nearly level for the area in question. Soils consist primarily of marine sediments, silt loams, and fine sandy loams associated with the Bertie, Elkton, Lenoir, and Othello series. Soil permeability ranges between poor and moderate and served as an important factor in the development of overland transportation routes and methods of road construction in this area. Sections 1 and 2 of the Newland road are presently surrounded by agricultural fields wielding primarily corn and soybeans or open pasture.
With the dawn of the twentieth century, North Carolina could not look with pride at its overland transportation network. For nearly 250 years Tar Heels had labored under the burden of primitive roads which at their best were barely adequate and at their worst were unmitigated disasters. Clustered around 1900, however, were a series of events spawning hope that major road improvement might be imminent. Rural Free Delivery promised a popular service to isolated residents; the arrival of the horseless carriage with its excitement and adventure portended a socio-economic cultural revolution, the magnitude of which no one could have imagined; the Federal Department of Agriculture established the Office of Public Road Inquiries, the forerunner of the Federal Bureau of Roads; and the North Carolina Good Roads Association was formed in 1902 with member groups in most of the state's 100 counties. Influential though they were, none of these major events bore direct responsibility for construction of the nine foot wide brick road in Pasquotank County, a feature born not of romanticism but of prudent fiscal considerations.

The 1919 General Assembly completely overhauled the laws relating to the State Highway Commission that had been created four years earlier. The "new" agency was mandated to select a state system of highways, "connecting by the most practicable routes the various county seats and other principal towns of every county in the state." An effort was also to be made to join roads leading across state lines. Pasquotank, with an active chapter of the Good Roads Association and a capable local highway commission chaired by A.B. Houtz, had for some years been the recognized leader of the old Albemarle District in terms of road building. By 1919 the county had expended nearly half a million dollars for transportation improvements. Naturally, the other counties, particularly Camden and Currituck, looked to Pasquotank for fiscal and managerial leadership in the effort to connect the county seats through a system of hard surfaced roads. When her neighbors applied to the State Highway Commission for approval of such highway, Pasquotank officials objected. They contended that Pasquotank citizens would be required to bear the major burden of financing the project while receiving only a few miles of usable road surface. An alternate proposal was tendered: a paved highway from Elizabeth City northward to Norfolk, Virginia, via South Mills in Camden County. This December 1, 1919 application was the genesis of the nine-foot brick road.

While the State Highway Commission considered the county's proposal, the Pasquotank Highway Commission began construction of the Elizabeth City-South Mills Highway, known locally as the Newland Road. Chief Engineer T.L. Higgs ordered hundreds of tons of bricks, Cape Henry sand, and Baltimore gravel from the faraway states of New York, Pennsylvania, and Maryland. The local supplier for the project appears to have been Lambert Brothers, Inc., of Elizabeth City. Construction began at the northern terminus in Newland Township about a mile beyond Morgan's Corners and proceeded southward towards Elizabeth City.
HISTORICAL CONTEXT CONTINUED:

In April, 1921, fourteen months after the application was filed, Pasquotank officials received word that the State Highway Commission had approved the project and would incorporate the Newland Road into the State system. By then, nearly five miles of the brick highway had been completed.

Acceptance by the State Highway Commission created a few problems and incurred some negotiation. The nine foot width fell far short of the acceptable standard, and the base on which the brick pavement was laid did not meet the State Highway Commission's requirement. On April 28, 1921, A.B. Houtz announced a compromise. The brick road would be completed as planned except that a cement and mortar cushion would be used for the remaining road construction in place of the sand and dirt base employed in the first five miles. That part of the road already built was not to be disturbed. The nine foot width was to be retained for uniformity from the northern terminus to Knobb's Creek. The portion from there to Elizabeth City was to be sixteen to eighteen feet wide. Pasquotank County bore responsibility for the cost of the road's completion, but the State Highway Commission agreed to reimburse the county within four years after July 22, 1921, when the official takeover of the project began.

The nine foot brick road generally followed a route long established in the history of Pasquotank County. Parts of it were used as early as 1770, twenty years before the settlement of Elizabeth City. By 1808 the road from Elizabeth City to Hinton's (near present Morgan's Corners) covered much of the later brick highway's direction but with more turns and curves. With major changes, the route of the 1808 road was followed in all succeeding roads northward from the county seat towards South Mills. Archaeological research indicates that a cinder surfaced road was the immediate predecessor of the brick highway. A precise date for the cinder road could not be determined from available records, but an 1887 survey map of Pasquotank County shows a road with a few extra bends and turns almost paralleling the route of the brick highway. Wagons, carriages, and stage coaches, for which the facility was built, could easily negotiate the frequent sharp curves; higher speed automobile traffic in the 1920s could not. The Daily Advance described construction of the brick road along the old route: "... much straightening is being done as the work progresses, with a view to doing away with practically all short curves. Even... "speeding" accidents occurred with regularity; fortunately, fatalities were few. Increasing traffic and still higher speed demanded even straighter lines; thus when U.S. 17 replaced the brick road between 1930 and 1936, the more direct route bypassed segments of the old highway. For much of the road, however, the bricks were removed, broken, and thrown up on the shoulder bed of the new highway. Surviving sections have been used by local residents as driveways and access roads, or they have been allowed to deteriorate while nature reclaimed the land.
The nine foot brick road was not a unique phenomenon. Brick had been recommended by the federal agency years earlier as a method of construction for hard surface roads. Other counties in coastal North Carolina also experimented with the process, particularly in areas with swampy or poor soil conditions. Soil or dirt roads did not last long because, as Houtz stated, "Pasquotank County has an unusually poor foundation for roads." The same could be said for much of the coastal region.

Pasquotank's solution to its road building problem certainly was not innovative since brick roads were known in ancient times. It represented an economically expedient answer to the need for improved transportation within the county. When construction began, county commissioners and the local highway commission were not sure that the State Highway Commission would accept their proposal for a state take-over of the project. Costs were minimized through the narrow width of the road and the material used for the base of the roadbed. Only after the state agreed to reimburse the county did the more expensive concrete and mortar base replace sand and dirt and only then did the Pasquotank Highway Commission agree to widen the portion of the road between Elizabeth City and Knobb's Creek.

This was not the first such road in North Carolina or even in Pasquotank County. A brick road was completed from Elizabeth City south to Wescoville (about seven miles) in 1920, more than a year earlier than the northern route. The roads marked major improvements in the transportation history of the Albemarle Region and demonstrated Pasquotank's leadership among those counties, but it did not represent a significant technological advancement in the state's highway construction program. As an isolated event, the building of the nine foot brick road attained little more significance than that of a small cog in the wheel of North Carolina's transportation history. As parts of the overall movement for hard surfaced highways, however, brick roads contributed significantly to the early widespread use of the automobile in coastal North Carolina. Where swampy areas prevailed, as in Pasquotank County, previous soil surfaced roads had to circumvent the marshy ground, often necessitating long detours and encounters with "puncheon" roads. The latter constituted a type of highway monstrosity characterized by imbedding round logs side by side across the roadway, leaving a surface composed of a series of rounded projections. Passage over such facilities, whether by wagon or automobile, subjected the riders and their vehicles to unmerciful jolting and tended to discourage all unnecessary trips. The experiment with brick roads shortened travel time through the creation of more direct routes and relieved travelers of much discomfort. The result was acquisition of more automobiles for pleasure riding and visitation of friends and relatives.
In the areas where they were located, brick roads probably contributed more to the economic and social lives of the citizens than to the advancement of highway technology. Perhaps, in a small way, they represented the age, an age which saw the airplane, the practical application of the horseless carriage, wireless communications, and rural electrification overcome obstacles that had impeded man's progress. While the highways would be improved in later years, brick roads bridged the nearly impassable swamplands of coastal North Carolina, opening the door for natural and commercial development. Most brick roads succumbed under the onslaught of the state's massive highway program within a decade of their construction. The two remaining sections of the old Newland Road in Pasquotank County represent vestiges of that county's effort to accommodate the new era of transportation, an era that brought the automobile to North Carolina and began a socio-cultural transformation of the people.


3 Baroody, "Archaeological Investigations at 31-Pk-5."

4 Baroody, "Archaeological Investigations at 31-Pk-5."

5 CZR, "Survey of U.S. 17."


7 "Pasquotank County Soil Survey."

Development of a State Policy, 8; and Waynick, N.C. Roads, 35-36. See also Frank Page, "North Carolina's Achievement in Road Building," Manufacturers Record (Baltimore), May 22, 1924, hereinafter cited as Page, "North Carolina's Achievement.

The Daily Advance (Elizabeth City), April 29, December 2, 1919, hereinafter cited as The Daily Advance; and Development of a State Policy, 99-100.

Minutes of Pasquotank County Commissioners, microfilm copies in State Archives, Raleigh, vol. 6, 1916-1922, p. 391, hereinafter cited as Minutes of County Commissioners.

Pasquotank County Records, State Archives, Raleigh, Road Papers 1860-1920. See entries for 1920. Some of the materials were purchased for completion of the Weeksville Road south of Elizabeth City, but since both roads were under construction at the same time, it seems reasonable that the same materials and supplier were used. See also The Daily Advance, April 28, June 8, 1921.

The Daily Advance, April 28, June 8, 1921.

The Daily Advance, April 29, 1921.

Repayment by the state was contingent upon passage of a $50,000,000 bond issue. The idea ran into numerous difficulties, and it is not clear whether or not Pasquotank County was ever reimbursed for building the brick road. The Daily Advance, April 28, June 17, 1921; and Waynick, N.C. Roads, 38-44.

See Collet Map of North Carolina (1770); Price-Strother Map of North Carolina (1808); McRae-Brazier Map of North Carolina (1833); Map of Pasquotank County (surveyed 1887); North Carolina Highways and Roads (Pasquotank County, 1930); North Carolina Municipal, State Primary and Interstate Highway System (Pasquotank County, 1978) and maps in CZR, "Survey of U.S. 17", forward map, Appendix A (figures 1-8 and map envelope), and map between VII-1 and VII-2.
FOOTNOTES CONTINUED

17. Baroody, "Archaeological Investigations at 31-Pk-5."


19. June 8, 1921.

20. See The Daily Advance, May 23, 1921, for report on a near fatal accident on Weeksville Brick Road. Similar accidents undoubtedly occurred on the Newland Road which caused the commissioners to order the posting of warning signs along the road. Minutes of County Commissioners, vol. 6, p. 513.

21. Compare the road systems in Pasquotank County for 1930 and 1936 in the North Carolina Highways and Roads publications for those years put out by the North Carolina Highway Commission.


24. Quoted in The Daily Advance, June 17, 1921. For a generalized assessment in road building progress before 1900 see Lefler and Newsome, North Carolina, 518-519. See also editorial comment concerning stretch of road from Elizabeth City to Knobb's Creek in The Daily Advance, September 15, 1921.


26. The Daily Advance, June 7, 1921.
BIBLIOGRAPHY:


The Daily Advance. Elizabeth City. December 2, 1919; April 28, 29, May 23, June 7, 8, 17, 28, 29, September 15, 1921.


MAPS:

Collet Map of North Carolina, 1770
Price-Strother Map of North Carolina, 1808
McRae-Brazier Map of North Carolina, 1833
Map of Pasquotank County, 1887
North Carolina Highways and Roads, 1930-1936
North Carolina Municipal, State, Primary and Interstate Highway System, 1978


Pasquotank County Records
Minutes of the County Commissioners, 1916-1922
Road Papers, 1860-1920


Sections 2 and 3 are both accessible from U.S. 17 at either end of their respective lengths.

More specifically, Section 2 has its southern terminus 0.8 miles (1.29 km) north of the intersection of U.S. 17 and North Carolina State Road 1338. Section 2 parallels a curve of U.S. 17 as the latter turns north-northwest to northwest. The length of Section 2 is 500 feet (152.4 m.).

The southern terminus of Section 3 is 2.1 miles (3.39 km) north of the U.S. 17 North Carolina State Road 1338 intersection. Section 3 heads in a north-northwest direction from its southern intersection with U.S. 17 for a distance of 0.15 miles (241 m.) at which point the Newland Road turns due north for 0.3 miles (483 m.). Section 3 of the Newland Road then turns northwest and extends 0.45 miles (724 m.) to its northern terminus with U.S. 17. The total length of Section 3 is approximately 5,000 feet, or 0.90 miles.
MAJOR BIBLIOGRAPHICAL REFERENCES

Coastal Zone Resources Division

GEOGRAPHICAL DATA
ACREAGE OF NOMINATED PROPERTY 1.13
QUADRANGLE NAME South Mills
UTM REFERENCES
ZONE EASTING NORTHING ZONE EASTING NORTHING
A 1,6 5,71,6 4,0 2,4 6,7,6
B 1,6 3,1,6 4,0 2,4 9,5,6
C 1,6 8,1,9 4,1,0 2,1,5 1,6,1,8
D 1,6 3,1,9 4,1,0 2,1,6 3,9,1,6
E 1,6 3,1,3 4,1,0 2,1,6 9,1,9
F ------
G ------
H ------

VERBAL BOUNDARY DESCRIPTION
Sections 2 and 3 of the Newland Road are located north of Elizabeth City, North Carolina at distances of 6.8 miles (10.95 km) and 7.9 miles (12.73 km), respectively. Both remnants are found on the eastern side of U.S. 17.

FORM PREPARED BY
Historical Research by Dr. Jerry Cross, Research Branch, Historical Research by Mr. Thomas D. Burke, Archaeology Branch.

ORGANIZATION Division of Archives and History
STREET & NUMBER 109 East Jones Street
CITY OR TOWN Raleigh
STATE North Carolina
DATE December 10, 1980

STATE HISTORIC PRESERVATION OFFICER CERTIFICATION
THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:
NATIONAL ___ STATE ___ LOCAL X

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

DATE March 3, 1983

FOR NPS USE ONLY
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

ATTEST:

CHIEF OF REGISTRATION
Excerpted from: John C. Baroody, "US 17 North of Elizabeth City. R-71. A Report of the Archaeological Investigations at 31-PK-5 The Nine Foot Brick Road". p. 8, Figure 6
NEWLAND ROAD SITE, 31PK5
PASQUOTANK COUNTY, N.C.
PHOTO BY THOMAS D. BURKE
AUGUST 11, 1980
NEGATIVE ON FILE: Archeology
Branch, NC Division of Archives and History, Raleigh
SECTION 2, View to NW; N80-
NEWLAND ROAD SITE, 3IPk5
PASQUOTANK COUNTY, N.C.
PHOTO BY THOMAS D. BURKE
AUGUST 11, 1980
NEGATIVE ON FILE: Archeology

Branch, NC Division of
Archives and History, Raleigh
Section 2, View to SE: N80-
NEWLAND ROAD SITE, 31Pks
PASQUOTANK COUNTY, N.C.
PHOTO BY THOMAS D. BURKE
AUGUST 11, 1980
NEGATIVE ON FILE: Archeology

Branch, NC Division of
Archives and History, Raleigh
Section 3, View to S; N80-
1017 Photo 4