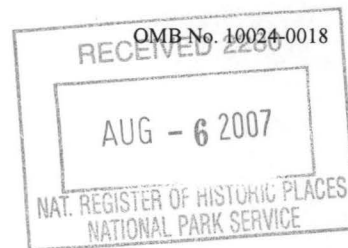


United States Department of the Interior
National Park Service

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 U.S. 64, Scotia Segment

other names/site number Site #PP0269, Highway A-1

2. Location

street & number South of U.S. 64, east of Cedar Lane

☐ not for publication

city or town London

☒ vicinity

state Arkansas

code AR

county Pope

code 115

zip code 72847

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 for 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)

Cathie Matthews
Signature of certifying official/Title

7/5/07
Date

Arkansas Historic Preservation Program

State or 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:) _____

Edson H. Beall
Signature of the Keeper

9.19.07
Date of Action

Old U.S. 64, Scotia Segment
Name of Property

Pope County, Arkansas
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☒ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property
(Check only one box)

- ☐ building(s)
☐ district
☐ site
☒ structure
☐ object

Number of Resources within Property
(Do not include previously listed resources in count.)

Contributing

Noncontributing

	buildings
	sites
3	structures
	objects
3	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

Arkansas Highway History and Architecture, 1910-1965

**Number of Contributing resources previously listed
in the National Register**

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/road-related (vehicular)/highway

Current Functions
(Enter categories from instructions)

TRANSPORTATION/road-related (vehicular)/highway

7. Description

Architectural Classification
(Enter categories from instructions)

OTHER/Highway

Materials
(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other OTHER – Bituminous Surfacing

CONCRETE, STONE

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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SUMMARY

The bypassed c.1920 alignment of U.S. 64 in the London vicinity is a bituminous surfaced highway with grass shoulders. Generally, it follows a semi-circular alignment to the south of the current U.S. 64. The highway retains its c.1920 pavement although time has caused it to weather into gravel in some locations. The highway retains its original roadway width.

ELABORATION

HIGHWAY

This bypassed section of old U.S. 64 is approximately one-half mile long and begins on the south side of U.S. 64 just east of Cedar Lane and proceeds in an easterly direction before ending at U.S. 64, approximately one-quarter mile east of Arkla Road. Generally, it follows a semi-circular alignment to the south of the current U.S. 64.

The old alignment of U.S. 64 has a width of approximately 10 feet and no paved shoulders. (For comparison, the current American Association of State Highway and Transportation Officials Green Book indicates that a lane width of 11 feet 9 inches is desirable.) The pavement is composed of bituminous surfacing.

CULVERTS

The old alignment of U.S. 64 contains two small stream crossings, both over unnamed streams, one near the west end of the segment and one near the middle of the segment. The eastern culvert is approximately three feet long and constructed out of fieldstone with a concrete floor that was added later.

The western culvert is approximately five feet long concrete culvert with concrete abutments. Both culverts have no guardrails.

INTEGRITY

Overall, the bypassed alignment of U.S. 64 in the London vicinity has good integrity. The pavement on the section was laid prior to the segment's bypassing in 1938-1939, and it retains its original dimensions. Additionally, the part of Pope County where the highway is located retains its rural setting, and the surroundings still reflect the period of significance from c.1920-1939.

Although the bituminous surfacing has deteriorated in some areas to gravel, the pavement retains its original dimensions and it is possible to recognize the original materials. As a result, it is still easy to recognize the original c.1920 construction.

8. Statement of Significance**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ **B** Property is associated with the lives of persons significant in our past.

☐ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

☐ **A** owned by a religious institution or used for religious purposes.

☐ **B** removed from its original location.

☐ **C** birthplace or grave of a historical figure of outstanding importance.

☐ **D** a cemetery.

☐ **E** a reconstructed building, object, or structure.

☐ **F** a commemorative property

☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Levels of Significance (local, state, national)

Local

Areas of Significance (Enter categories from instructions)

Transportation

Period of Significance

c.1920-1939

Significant Dates

c.1920-1939

Significant Person (Complete if Criterion B is marked)**Cultural Affiliation** (Complete if Criterion D is marked)**Architect/Builder****Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67) has been requested

☐ previously listed in the National Register

☐ Previously determined eligible by the National Register

☐ designated a National Historic Landmark

☐ recorded by Historic American Buildings Survey

☐ recorded by Historic American Engineering
Record # _____

Primary location of additional data:

☒ State Historic Preservation Office

☐ Other State Agency

☐ Federal Agency

☐ Local Government

☐ University

☐ Other

Name of repository: _____

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SUMMARY

Old U.S. 64, Scotia Segment, is being nominated to the National Register of Historic Places with **local significance** under **Criterion A** for its association with the development of Arkansas highway culture. Old U.S. 64, Scotia Segment, is the longest and most intact portion of the c.1920 alignment of U.S. 64 in Pope County. The Scotia segment of U.S. 64, which is approximately one-half mile long, still retains its c.1920 bituminous surfacing. The highway section was the main automobile route in that part of Pope County from the time of its construction in c.1920 until the current U.S. 64 was built adjacent to it in 1938-1939. Old U.S. 64, Scotia Segment, is being submitted to the National Register of Historic Places under the multiple property listing "Arkansas Highway and Transportation Era Architecture, 1910-1965" in conjunction with the historic context "Arkansas Highway History and Architecture, 1910-1965."

ELABORATION

The earliest settlement in Pope County consisted of hunters and trappers that mainly settled along the Arkansas River and in some of the interior valleys of the county. However, by the late 1820s, there were enough settlers in the area to warrant the creation of Pope County on November 2, 1829. The first temporary county seat was established at John Bolinger's, near John R. Homer Scott's "Scotia" farm on the Arkansas River. However, in 1830, the county seat was moved to Norristown, where it remained until c.1840 when it was moved to Dover. Russellville, the current county seat, was selected and approved in 1886-1887.¹

Settlement in the area of London and Scotia began around the time of the earliest settlement in the area, given its location in close proximity to the Arkansas River. Scotia was an important enough community to have a post office established in 1832, although it closed in 1855. London, on the other hand, did not get a post office until 1877, indicating that the community likely came into existence after the completion of the Little Rock and Fort Smith Railroad line through Pope County in 1872-1873.²

Soon after settlement occurred in Western Pope County, roads began to develop, linking the communities to each other. By 1839, a road described as a "4 Horse Mail Post Coach Road" went through Scotia, connecting Dwight and points east with Spadra Bluff and points west.³ An advertisement for the road read:

U.S. MAIL LINE
From Little Rock to Fort Smith

¹ *Biographical and Historical Memoirs of Western Arkansas*. Chicago: The Southern Publishing Company, 1891, pp. 197-198, 202.

² Baker, Russell Pierce. *From Memdag to Norsk: A Historical Directory of Arkansas Post Offices, 1832-1971*. Hot Springs, AR: Arkansas Genealogical Society, 1988, pp. 134 and 199, and *Biographical and Historical Memoirs of Western Arkansas*. Chicago: The Southern Publishing Company, 1891, p. 205.

³ Burr, David. H. Map of Mississippi, Louisiana & Arkansas exhibiting the post offices, post roads, canals, rail roads, &c. Map. London: J. Arrowsmith, 1839.

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Leaves every Monday, Wednesday and Friday at 8 o'clock, A.M.

Passengers will go through by this line in comfortable post-coaches, with excellent stock and careful drivers, in about fifty-four hours.⁴

The road remained, following the same route, by 1854, although the number of communities in the Scotia area had increased with St. Martins and Pittsburg springing up to the west between Scotia and Spadra Bluff.⁵

Scotia was located on an old Military Road between Little Rock and Fort Smith, and Old U.S. 64 followed that road in many places, including, apparently, Scotia. The nominated section of Old U.S. Highway 64 apparently follows this historic roadbed, and was traversed by at least three detachments of western-bound Cherokee during the Indian Removals of the 1830s.⁶ (Because of the modern road covering over the segment, it cannot be considered as part of the "Historic and Archeological Resources Associated with the Cherokee Trail of Tears" multiple-property nomination.)

The Harris Detachment

In March 1834, Lt. Joseph Whipple Harris left the eastern United States with a party of 125 Cherokees and set out for the Indian Territory. Harris picked up hundreds of other emigrant Cherokee before crossing the Mississippi River and entering the Arkansas, and his detachment numbered more than 500, many of them sick with measles and other diseases, before arriving at Little Rock on April 6. The party continued on to Cadron settlement (NR listed on May 17, 1974) where a virulent outbreak of cholera killed dozens of Cherokee.⁷

On April 26, Harris, himself suffering from cholera, moved the detachment west across Cadron Creek, crossing Point Remove Creek on the 28th. On the 29th, he considered three possible routes to follow to Indian Territory: the Military Road south of the Arkansas and the upper and lower roads north of the river. Ultimately, he decided on the upper road, of which the nominated segment is a part, writing:

⁴ West, Elliott. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication, p. 245.

⁵ Colton's *Railroad & Township Map of Arkansas Compiled from the U.S. Surveys and Other Authentic Sources*. Map. Unknown Publisher, New York, 1854.

⁶ David L. Vance in Pope County Historical Association, *History of Pope County, Arkansas* (Winston-Salem, NC: Hunter Publishing Company, 1979) 71.

⁷ Grant Foreman, *Indian Removal* (Norman, OK: University of Oklahoma Press, 1953), 253-261.

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The upper road & new cut make, it is said, as direct a route as the military road. It will expose me to no delays, & of ferrying, there are good fords across the Illinois & the Piney, & though the new cut is nothing more than a blazed way through the woods – not a wagon track visible – very rough and here and there boggy, it will shorten our distance, including the delays of ferriage, a day's journey; & will carry us through one or two flourishing settlements where I am sure of obtaining corn and bacon.⁸

The Harris Detachment would have traversed the nominated road segment between April 30, when they forded Manors Bayou, and April 1, because the party “reached Parks near Piney 10 AM. Encamped at 4m/Beyond P’s on the ridge. Tolerable range and good water.” This ridge would have been at present-day Lamar, several miles west of the nominated segment.⁹

On May 10, the Harris Detachment arrived at its destination: New Dwight Mission in the Indian Territory. Of the more than 500 Cherokees in the party, 81 died during the journey and others would perish from the lingering effects of the hard journey and illness. Harris himself would die in 1837, his health destroyed by the cholera he suffered at Cadron.¹⁰

The Whiteley Detachment

On June 13, 1838, a party of 875 Cherokees left Chattanooga, Tennessee, under Lt. R.H.K. Whiteley, who was assisted by five assistant conductors, two doctors, three interpreters and a hospital orderly. Traveling by water, the group entered the Arkansas River via the White River cutoff on July 4, then proceeded to Little Rock.¹¹

The *Arkansas Times and Advocate* reported on July 9:

⁸ Foreman, 260-1; Duane King, “The Emigration Route of the John A. Bell Detachment of Treaty Party Cherokees within the State of Arkansas, November 25, 1838 – January 7, 1839,” Research Paper, 2001, 23.

⁹ King, “Emigration Route,” 23-24; Duane King, “Punch List and Quadrangle Map Supplement for The Emigration Route of the John A. Bell Detachment of Treaty Party Cherokees within the State of Arkansas, November 25, 1838 – January 7, 1839, with Notations on the Whiteley, Drane and Harris Detachments of Emigrating Cherokees” Research Paper, 2002, 14.

¹⁰ Stan Hoig, “Cadron” in Mark K. Christ and Cathryn H. Slater, *Sentinels of History: Reflections on Arkansas Properties Listed on the National Register of Historic Places* (Fayetteville, AR: University of Arkansas Press, 2000), 35.

¹¹ Foreman, 294-5.

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Emigrating Cherokees.-A party of 720 Cherokee Indians, under charge of Lieut. Whiteley, U. S. A. arrived here on Saturday last, on the s. b. Smelter, on their way to the West, and encamped on the north bank of the river, about half a mile above town, the water being too low for that boat to proceed, where they are now waiting for conveyance to Fort Gibson.¹²

After switching to a lighter-draft steamboat, the *Tecumseh*, in order to navigate the drought-reduced Arkansas west of the state capital, the party proceeded on July 12 as far as Lewisburg (modern-day Morrilton) where they grounded on Benson's Bar. On July 20, Whiteley procured 23 wagons and continued toward Indian Territory, leaving 80 sick Cherokees behind.¹³ He wrote in his journal the next day:

Procured more wagons and started the balance, much sickness & increasing, three, four, & five deaths per day. Diseases, measles & flux – caused by the use of green peaches & corn.¹⁴

The Whiteley Detachment continued moving west, covering from 7 to 16 miles each day as the blistering Arkansas heat continued to take its toll of the sickly Cherokees. On July 24, the detachment camped at Illinois Bayou "to give the party time to beat corn and wash," Whitely wrote in his journal, adding "Much sickness & a number of deaths daily." The party likely would have traveled the nominated road segment on July 25 or 26; Whiteley's journal entry for the 25th says: "Started the party before sunrise & encamped for the night at Piney." While there, Josiah Giles and Dr. Robert Hodsden lodged at "Moreland's on Piney Creek," most likely Jeremiah Moreland who owned 240 acres in Section 21, Township 9 North, Range 22 West, west of the Scotia road segment.¹⁵

The detachment entered the Indian Territory on August 4, having traveled 1,554 miles, and Whiteley turned them over to an agent there on the 5th. His last journal entry reads:

*Turned over the detachment to Mr. C. Nan as directed by Captain Stephenson and found the party in following size:
602 Indians present
65 Indians left the party, and went into the Nation after crossing the line.*

¹² Quoted in the Arkansas Native Press Archives website at http://anpa.ualr.edu/trail_of_tears/indian_removal_project/a_chronicle/cherokee.htm#1838, downloaded on January 4, 2005.

¹³ Foreman, 295.

¹⁴ Lt. R.H.K. Whiteley's Journal of Occurrences, found at <http://www.mindspring.com/~wayne.gibson/JP1.gif>, downloaded April 7, 2004.

¹⁵ Whiteley Journal; King, "Punch List," 13; Federal Land Patents for Jeremiah Moreland found at <http://ftp.rootsweb.com/pub/usgenweb/ar/johnson/land/johnson.txt>, downloaded on January 3, 2005.

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*70 deaths on the journey.*¹⁶

The Bell Detachment

The Cherokees who had signed the Treaty of New Echota traveled separately from their fellow tribesmen in a detachment that mixed-blood Cherokee John Bell conducted and for which U.S. Army Lt. Edward Deas was chief administrator. This detachment of some 660 Indians left the emigrating depot at Fort Cass near Charleston, Tennessee, on October 10, 1838.¹⁷

Deas reported that the Bell Detachment had crossed the Mississippi by November 24, 1838, noting that he “shipped up the Arkansas River a considerable quantity of the Baggage, Potware &c. &c, on very low terms, which I think will result in a good deal of saving in time and expense.”¹⁸ This report is the last known to survive from Deas during his travels with the Bell Detachment, but historian Duane King has assembled Deas’s expense vouchers from the National Archives, providing an account of where and when the Bell Detachment traveled along the Memphis to Little Rock Road.

Deas’s vouchers show that the party crossed Blackfish Lake on November 28, when he paid H.N. Ferguson to ferry the Cherokee across (Blackfish Lake Ferry Site, NR listed April 10, 2003). Four vouchers show that the party purchased supplies from William Strong. Voucher #98 shows that on November 29 & 30, Strong ferried 650 Cherokees across the St. Francis River. Voucher #34 shows that on November 30, 1838, Deas purchased 50.5 bushels of cornmeal at \$1 per bushel and 1,776 pounds of beef at 4 ½ cents per pound for at total of \$130.42. Voucher #99, also dated November 30, shows Strong sold Deas 59 bushels of corn at \$1 per bushel and 1,016 bundles of fodder at \$4 per hundred bundles for at total of \$99.64. Each of these vouchers was paid off on December 2. An unnumbered voucher dated December 1, 1838 reads: “Recd of Dr Eddington Four dollars for 1 gallon of French Brandy for the Cherokee Emigration.” Based on these vouchers, it probably was between November 30 and December 4 (the date of the last voucher paid in St. Francis County) that the Bell Detachment traveled the well-established Memphis to Little Rock Road segment that now traverses Village Creek State Park (NR listed April 11, 2003).¹⁹

The detachment reached Little Rock by December 14 and stayed for three days, then followed the Military Road west. They reached Cadron on the 21st (Military Road – Cadron Segment, NR listed January 28, 2004) and crossed Cadron Creek the next day. They followed the Military Road as far as Lewisburg, then followed

¹⁶ Whiteley Journal.

¹⁷ King, “Emigration Route,” 4.

¹⁸ *Ibid.*, 7.

¹⁹ *Ibid.*, 28-9; copies of vouchers from National Archives supplied by Duane King.

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the same roads traveled by the Harris and Whiteley Detachments. Crossing Point Remove Creek on William Ellis's Ferry on December 25, 1838, the group would have traversed the nominated road segment sometime between then and the 31st, when Deas bought supplies from A.E. Pace on Horsehead Creek west of the road.²⁰

The Bell Detachment traveled 707 miles in 89 days and disbanded at Vinyard Post Office (present-day Evansville) in Washington County, Arkansas, on January 7, 1839. Twenty-one of the 660 Cherokee Indians who began the journey in Tennessee died en route.²¹

By the early twentieth century, as automobiles became more prevalent, it was necessary to provide good roads for easier travel. Since the route of U.S. 64 through London and Scotia was an important route connecting Pope County with other parts of the state to the east and west, it would have likely been one of the first roads in the county to be improved. In fact, during the 1910s, Pope County had already done some road work and had more in the works. According to the *Third Biennial Report of the Department of State Lands, Highways and Improvements*, which was published c.1918, it said that with respect to Pope County "The roads and bridges are in fairly good condition and the road sentiment is good."²²

As automobiles became more prevalent in the London area and used the road more frequently, deterioration of the road surface would have been an increasing problem. As a result, the road was resurfaced with asphaltic macadam, applied through the penetration method. (It was referred to as "Pen. Mcdm." in the *Fourth Biennial Report*.²³) The 1924 *Yearbook of the Department of Agriculture* explained the construction of that road type as follows:

The method of constructing bituminous-macadam surfaces is the same as that employed in the construction of water-bound macadam up to the point of binding the surface course. The surface course being lightly rolled, bituminous material (tar or asphalt, generally hot) is applied to it at the rate of 1 ½ gallons to the square yard and, penetrating between the stones, more or less perfectly coats their surfaces. The wearing course is then covered with a light layer of stone chips and rolled after which another application of bituminous material is spread at the rate of one-half gallon to the square yard to seal the surface voids, and after this application, which is closely followed by another coating of stone chips, the road is completed by thorough rolling.

²⁰ *Ibid.*, 17, 30.

²¹ King, "Emigration Route, 4.

²² *Third Biennial Report of the Department of State Lands, Highways and Improvements*. Publisher unknown, c.1918, p. 73.

²³ *Fourth Biennial Report of the Department of State Lands, Highways and Improvements*. Publisher unknown, c.1920, p. 155.

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... It is suited for either horse-drawn or automobile traffic in fairly large volumes and for a limited number of light motor trucks. It does not successfully withstand heavy motor-truck traffic.²⁴

According to the *Fourth Biennial Report* Project No. 119 included work on the Russellville-East-West Road. The project included 28.50 miles of pavement with an estimated cost of \$647,401.19. There was \$80,000 of Federal aid allotted to the project for an 8.29-mile Federal Aid Section. By November 1, 1920, 72 percent of the grading of the roadway had been completed, although none of the paving had been finished.²⁵

The importance of the highway as a transportation corridor in Pope County is also illustrated in the bridges and culverts that were built on the route. Although this particular segment does not contain any bridges, one surviving bridge, located approximately three miles east of the segment has a roadway width of twenty feet, which employed the latest in roadway design for the period. The *Fifth Biennial Report of the Department of State Lands, Highways and Improvements*, which was published c.1922, stated with respect to bridge width that, "In the past it has generally been assumed that a bridge, having a sixteen-foot roadway was ample to take care of all ordinary highway traffic. The impetus given truck transportation by the construction of improved roads has practically forced the construction on main highways of bridges with an eighteen-foot clear roadway and in some cases it has been desirable to make them wider."²⁶

Even the culverts on the segment being nominated are wider than the road, likely measuring approximately fifteen feet wide. The western culvert on the segment, with its concrete construction, was built during the improvement and paving of the road during the early 1920s. However, the eastern culvert, which employs fieldstone construction, was built prior to the paving of the road, likely in the 1890s. It was incorporated into the current road virtually intact, the only modification being the addition of a concrete floor to prevent scouring under the sides.

The importance of the highway was also noted when the U.S. highway system was created in 1925, and it received the designation U.S. 64. Prior to 1925, at least in the early 1920s, U.S. 64 in the area was referred to as Highway A-1.²⁷ The *WPA Guide to 1930s Arkansas* described U.S. 64 as "the most direct route across the middle of Arkansas. From the Delta it runs directly west to intersect US 67, which it follows southwest for some 30 miles. It then turns west again, reaches the Arkansas River near Conway, and follows the northern valley wall to Fort Smith. ...Between Conway and Fort Smith US 64 runs along the north valley wall of the

²⁴ T. Warren et al, pp. 123-124.

²⁵ *Fourth Biennial Report of the Department of State Lands, Highways and Improvements*. Publisher unknown, c.1920, p. 155.

²⁶ *Fifth Biennial Report of the Department of State Lands, Highways and Improvements*. Little Rock: H.G. Pugh & Co., c.1922, p. 52.

²⁷ *Sixth Biennial Report of the Department of State Lands, Highways and Improvements*. Conway, AR: Conway Printing Co., c.1924, map after p. 24.

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Arkansas River, a natural westward path that was used for centuries by Indians and white hunters and trappers before the first trading towns sprang up along it and steamboats began to ascend the river.”²⁸

Although the Scotia segment of U.S. 64 employed the most up to date highway technology when it was paved c.1920, it was not long before it did not meet current highway standards. By the late 1920s and early 1930s, Arkansas was improving its highways to include concrete pavement on the main highways with two lanes of travel, each measuring nine feet wide. As a result, it was not long before the State Highway Commission solicited bids to upgrade U.S. 64 between the Johnson County line and London.

Upgrading the highway, which was Section 6 of U.S. 64, was awarded to the C. H. Atkinson Paving Company of Chillicothe, Missouri, and the project was given State Job No. 8193, and Federal Aid project numbers 208-A-(3) and 87-(6). Their proposal, which was received August 5, 1938, was for \$137,443.52 plus \$13,743.48 for engineering and contingency costs, for a total cost of \$151,187.00. Atkinson estimated that it would take 180 days to complete the grading, construction of the drainage structures, and laying of the 4.683 miles of concrete pavement.²⁹ Once the new highway opened in 1939, the old road quickly fell by the wayside, and today the Scotia segment is used as a private farm access road.

Along with Interstate 40, U.S. 64 is currently one of the main highways between Little Rock and Fort Smith, and has been for many years. Due to the amount of traffic that uses the highway, much of the road has been upgraded to current highway standards. Early sections of the highway are rare, especially ones that are still drivable. As a result, the c.1920 alignment of U.S. 64 in the London vicinity remains an extremely intact example of early highway design and construction, and a tangible reminder of early highway travel in Pope County.

STATEMENT OF SIGNIFICANCE

Old U.S. 64, Scotia Segment, is being nominated to the National Register of Historic Places with **local significance** under **Criterion A** for its association with the development of Arkansas highway culture. Old U.S. 64, Scotia Segment, is the longest and most intact portion of the c.1920 alignment of U.S. 64 in Pope County. The Scotia segment of U.S. 64, which is approximately one-half mile long, still retains its c.1920 bituminous surfacing. The highway section was the main automobile route in that part of Pope County from the time of its construction in c.1920 until the current U.S. 64 was built adjacent to it in 1938-1939. Old U.S. 64, Scotia Segment, is being submitted to the National Register of Historic Places under the multiple property listing “Arkansas Highway and Transportation Era Architecture, 1910-1965” in conjunction with the historic context “Arkansas Highway History and Architecture, 1910-1965.”

²⁸ West, Elliott. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication, pp. 237 and 244.

²⁹ Arkansas State Highway Commission. *Thirteenth Biennial Report of the Arkansas State Highway Commission*. Publisher unknown, 1938, pp. 96-97.

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Copies of vouchers from National Archives supplied by Duane King.

Federal Land Patents for Jeremiah Moreland found

at <http://ftp.rootsweb.com/pub/usgenweb/ar/johnson/land/johnson.txt>.

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Warren, T., et al. "Highways & Highway Transportation," *Yearbook of the Department of Agriculture*, 1924. Unknown publisher, 1924.

West, Elliott. *The WPA Guide to 1930s Arkansas.* Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication.

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Old U.S. 64, Scotia Segment
Name of Property

Pope County, Arkansas
County and State

10. Geographical Data

Acreage of Property Less than one.

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>473315</u>	<u>3909908</u>
	Zone	Easting	Northing
2	<u>15</u>	<u>473356</u>	<u>3909852</u>

3	<u>15</u>	<u>473630</u>	<u>3909731</u>
	Zone	Easting	Northing
4	<u>15</u>	<u>473762</u>	<u>3909777</u>

☒ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title	<u>Ralph S. Wilcox, National Register & Survey Coordinator</u>		
organization	<u>Arkansas Historic Preservation Program</u>	date	<u>May 16, 2007</u>
street & number	<u>1500 Tower Building, 323 Center Street</u>	telephone	<u>(501) 324-9787</u>
city or town	<u>Little Rock</u>	state	<u>AR</u>
		zip code	<u>72201</u>

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items.)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name	<u>Jim Ed Gibson</u>		
street & number	<u>94 Cedar Lane</u>	telephone	<u></u>
city or town	<u>London</u>	state	<u>AR</u>
		zip code	<u>72847</u>

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20303.

United States Department of the Interior
National Park Service

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ADDITIONAL UTM's

5) 15 473981E 3909858N

VERBAL BOUNDARY DESCRIPTION

Beginning at the U.S. 64 and Old U.S. 64 intersection east of Cedar Lane, the c.1920 alignment of U.S. 64 goes southwesterly then northeasterly south of U.S. 64 for one-half mile before intersecting again with U.S. 64 approximately one-quarter mile east of Arkla Road. The width of the boundary includes 15 feet on either side of the c.1920 highway centerline.

BOUNDARY JUSTIFICATION

This boundary contains the most intact portion of the c.1920 U.S. 64 highway alignment in the London vicinity.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY US 64, Old, Scotia Segment
NAME:

MULTIPLE Arkansas Highway History and Architecture MPS
NAME:

STATE & COUNTY: ARKANSAS, Pope

DATE RECEIVED: 8/06/07 DATE OF PENDING LIST: 8/27/07
DATE OF 16TH DAY: 9/11/07 DATE OF 45TH DAY: 9/19/07
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 07000959

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 9.19.07 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the
nomination is no longer under consideration by the NPS.



OLD U.S. 64, SCOTIA SEGMENT

POPE COUNTY, AR

RALPH S. WILCOX

JANUARY 2007

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW SOUTHEAST FROM PHOTO LOCATION #1



OLD U.S. 64, SCOTIA SEGMENT

POPE COUNTY, AR

RALPH S. WILCOX

JANUARY 2007

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW NORTHWEST FROM PHOTO LOCATION #2



OLD U.S. 64, SCOTIA SEGMENT

POPE COUNTY, AR

RALPH S. WILCOX

JANUARY 2007

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW SOUTHWEST FROM PHOTO LOCATION #3



OLD U.S. 64, SCOTIA SEGMENT

POPE COUNTY, AR

RALPH S. WILCOX

JANUARY 2007

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW OF THE STONE CULVERT LOOKING NORTHWEST



OLD U.S. 64, SCOTIA SEGMENT

POPE COUNTY, AR

RALPH S. WILCOX

JANUARY 2007

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW OF THE CONCRETE CULVERT LOOKING NORTHEAST



OLD U.S. 64, SCOTIA SEGMENT

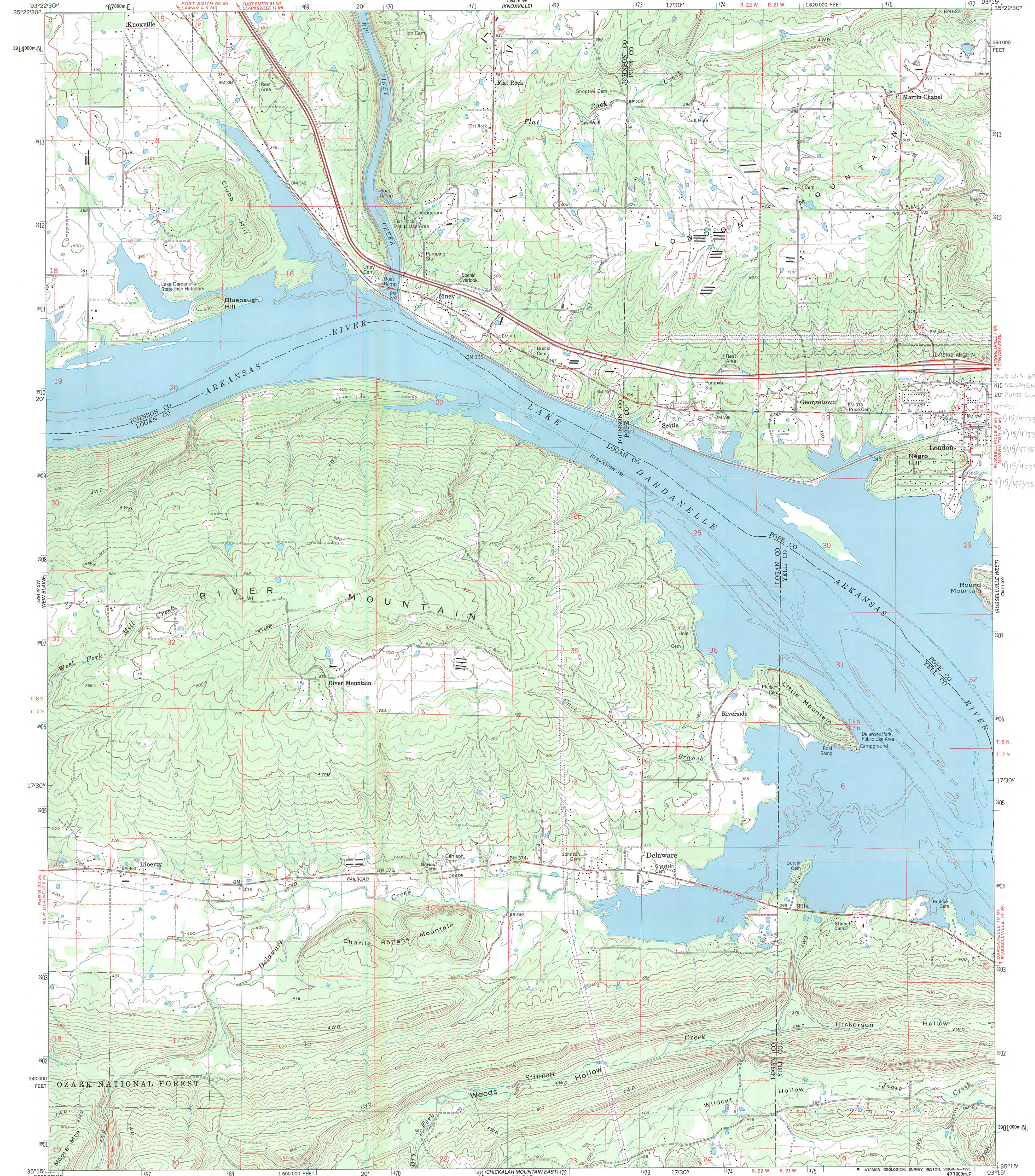
POPE COUNTY, AR

RALPH S. WILLOX

JANUARY 2007

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW NORTHWEST FROM PHOTO LOCATION #1





**The Department of
Arkansas
Heritage**

Mike Beebe
Governor

Cathie Matthews
Director

Arkansas Arts Council

*

Arkansas Natural Heritage
Commission

*

Delta Cultural Center

*

Historic Arkansas Museum

*

Mosaic Templars
Cultural Center

*

Old State House Museum



**Arkansas Historic
Preservation Program**

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Little Rock, AR 72201

(501) 324-9880

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tdd: (501) 324-9811

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info@arkansaspreservation.org

website:

www.arkansaspreservation.org

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August 1, 2007

Dr. Janet Matthews
Chief of Registration
United States Department of the Interior
National Register of Historic Places
National Park Service
8th Floor
1201 Eye Street, NW
Washington, DC 20005

RE: Old U.S. 64, Scotia Segment – London vic., Pope County,
Arkansas

Dear Dr. Matthews:

We are enclosing for your review the above-referenced nomination. The Arkansas Historic Preservation Program has complied with all applicable nominating procedures and notification requirements in the nomination process.

If you need further information, please call Ralph S. Wilcox of my staff at (501) 324-9787. Thank you for your cooperation in this matter.

Sincerely,

Cathie Matthews
State Historic Preservation Officer

CM:rsw

Enclosure

