

NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICE
Office of Archives and History
Department of Natural and Cultural Resources

NATIONAL REGISTER OF HISTORIC PLACES

Downtown Roseboro Historic District

Roseboro, Sampson County, SP0473, Listed 12/29/2025

Nomination by Daria A. Gasparini and Timothy C. Kerr, Robinson & Associates, Inc.

Photographs by Daria Gasparini and Timothy Kerr, October 2024



View of the north side of the 100 block of West Roseboro Street, looking east.



View looking west down the 100 block of West Roseboro Street.

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.

1. Name of Property

Historic name: Downtown Roseboro Historic District

Other names/site number: N/A

Name of related multiple property listing: N/A

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

2. Location

Street & number: Roughly bounded by East Street on the east, Pleasant Street on the south, Church Street on the west, and Clinton Street on the north

City or town: Roseboro State: NC County: Sampson County

Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

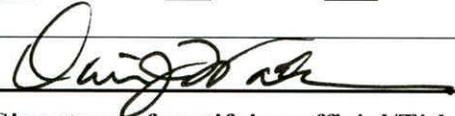
As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide X local

Applicable National Register Criteria:

X A ___ B X C ___ D

		<u>10/30/25</u>
Signature of certifying official/Title: <u>State Historic Preservation Officer</u>		Date
North Carolina Department of Natural and Cultural Resources		
State or Federal agency/bureau or Tribal Government		

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In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
Signature of commenting official/Title	Date
State or Federal agency/bureau or Tribal Government	

4. National Park Service Certification

I hereby certify that this property is:

- ___ entered in the National Register
- ___ determined eligible for the National Register
- ___ determined not eligible for the National Register
- ___ removed from the National Register
- ___ other (explain:) _____

Signature of the Keeper:

Date of Action:

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

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Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
<u>33</u>	<u>6</u>	buildings
<u>0</u>	<u>1</u>	sites
<u>0</u>	<u>1</u>	structures
<u>1</u>	<u>2</u>	objects
<u>34</u>	<u>10</u>	Total

Number of contributing resources previously listed in the National Register: 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

- Transportation/rail-related
- Commerce/Trade/department store
- Commerce/Trade/financial institution
- Commerce/Trade/specialty store
- Commerce/Trade/warehouse
- Social/meeting hall
- Government/town hall
- Government/post office
- Government/correctional facility
- Health Care/clinic
- Health Care/medical office
- Education/library

Current Functions

(Enter categories from instructions.)

- Commerce/Trade/specialty store
- Commerce/Trade/warehouse
- Commerce/Trade/restaurant
- Commerce/Trade/professional
- Religion/Religious facility
- Education/Education-related
- Landscape/plaza
- Landscape/gazebo
- Work in Progress
- Vacant/Not in Use

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7. Description

Architectural Classification

(Enter categories from instructions.)

Late 19th and 20th Century American Movements/Commercial Style

Materials

(Enter categories from instructions.)

Principal exterior materials of the property:

Foundation: unknown

Walls: brick

brick veneer

concrete masonry unit

Roof: asphalt

metal

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Downtown Roseboro Historic District encompasses approximately 6.5 acres in the Town of Roseboro, which developed beginning in 1889 as a stop on the Cape Fear and Yadkin Valley Railway. The core of the district stretches along a single block of Roseboro's main street and is comprised of a dense concentration of one- and two-story, brick commercial buildings constructed during the first half of the twentieth century. Most are loadbearing masonry construction with flat or parapet roofs. Typical elements include large storefront windows and recessed entrances.

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Architectural embellishment is mainly achieved through decorative brickwork, especially along the rooflines, and, in a few cases, cast stone ornamentation. Exterior alterations typically involve storefront window and door modernizations and the installation of modern awnings, both temporary and permanent. Within the periphery of the district are the old train depot, the former town hall, library, post office, and jail, a former medical clinic, and several warehouses built by local businesses during the post-World War II period. The Downtown Roseboro Historic District has a total of forty-four (44) resources, including thirty-three (33) contributing buildings, six (6) noncontributing buildings, one (1) noncontributing structure, one (1) contributing object, two (2) noncontributing objects, and one (1) noncontributing site.

Narrative Description

The Town of Roseboro (population 1,163) is located in west central Sampson County, approximately 12 miles west of Clinton, the county seat, and about 23 miles east of Fayetteville in neighboring Cumberland County. Sampson County forms part of the state's Inner Coastal Plain region, and its topography consists of a gently rolling landform cut through with numerous shallow stream valleys. About half a mile east of Roseboro is the Little Coharie Creek, which flows south to join the Great Coharie Creek just northeast of Garland. The South River, about 3 miles west of Roseboro, forms part of the western border of Sampson County and is one of the principal tributaries of the Cape Fear River. Roseboro's topography is generally level to very gently rolling with the highest elevation measuring just over 130 feet. Sampson County has an agricultural economy, and the land use surrounding Roseboro is primarily residential-agricultural. There is a small node of industrial sites along the highway that feeds into Roseboro from the northwest.

Roseboro is located at the junction of two state highways – NC 24 and NC 242. Highway 24 connects Roseboro with Fayetteville to the west and Clinton to the east. NC 24 was placed on a bypass around the town in 2018, and today only the less trafficked business route passes through the northeast section of town. NC 242 enters Roseboro from the north on East Street and turns west on Roseboro Street to pass directly through the downtown district before leaving town in a southwesterly direction.

For much of its history, Roseboro's town limits covered 1 square mile (640 acres) centered on the intersection of Roseboro Street and the roughly north-south route of the railroad tracks. The annexation of land, mainly to the west and northwest, has altered this geometry, and the town now encompasses 1.45 square miles. The north-south streets in Roseboro are given directional prefixes relative to Roseboro Street; the east-west directional prefixes are relative to the former railbed. There are three prefixes used for Railroad Street – NE, NW, and SW – due to the fact that it has segments to the east and west of the railbed.

The Downtown Roseboro Historic District encompasses roughly 6.5 acres in what was historically the center of town. Its boundaries include: the building lots along the north side of Roseboro Street between 103 East Roseboro Street and 212 West Roseboro Street; the Roseboro Depot and a portion of its setting; the building lots on the south side of Roseboro Street between 101 West

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Roseboro Street and 119 West Roseboro Street; the 100 block of SW Railroad Street; and portions of the 100 blocks of NE Railroad Street, NW Railroad Street, North West Street, South West Street, and West Pleasant Street. The district features thirty-four (34) contributing resources, the majority of which are one- or two-story, brick commercial buildings constructed during the first half of the twentieth century. In many cases, the buildings take up most of their lots, and site features are minimal or nonexistent. There are ten (10) noncontributing resources in the historic district that either date outside the period of significance or lack integrity. The blocks surrounding the historic district are occupied by a mix of low-density residential development, commercial and municipal buildings, and by two town parks.

The greatest concentration of resources within the district is located on Roseboro Street between Railroad Street on the east and West Street on the west. The block is lined on both sides with one- and two-story brick commercial buildings. Most are loadbearing masonry construction with flat or parapet roofs. The buildings with more than one story can be classified as two-part commercial blocks, designed to accommodate retail stores at the ground level and offices or storage on the upper floor. Most of the buildings have large storefront windows, and many have recessed entrances. Decorative embellishment is mainly achieved through patterned brickwork, especially along the rooflines, and, in a few cases, cast stone ornamentation. Exterior alterations typically involve storefront window and door modernizations and the installation of modern awnings, both temporary and permanent. There are only two frame buildings within the district – the former Fisher Insurance Building (SP0467) at 108 East Railroad Street and the former Roseboro Depot (SP0465) in the Roseboro Town Park. Both buildings are believed to date to the late nineteenth century.

Roseboro Street, which appears by name on the original 1889 town plat but was sometimes referred to in newspapers as Main Street, was likely one of the first roads established in Roseboro.¹ It measures 40 feet across and is paved with asphalt. The street supports two lanes of traffic and on-street parallel parking along both curbs. Between Railroad Street and West Street, the sidewalks and curbs along Roseboro Street are concrete. The sidewalks stretch from building face to curb and are sloped toward their centerline to facilitate drainage into grills that are set into the pavement at regular intervals. The sidewalks also feature decorative brick bands spaced at irregular intervals and tactile paving at the intersections. Street furniture within this block includes benches, concrete planters, trash receptacles, and reproduction historic streetlights installed circa 2015.

Northeast Railroad Street is one-way in the north direction. The road is paved with asphalt and features concrete curbs and no sidewalks. Northwest Railroad Street, on the opposite side of the median, features asphalt paving and concrete curbs and is one-way in the south direction. The east side of the street is marked for on-street, diagonal, pull-in parking, and there is a concrete sidewalk along the west side of the street. Southwest Railroad Street is a two-way, asphalt road with concrete

¹ On March 9, 1890, the *Raleigh News and Observer* noted that streets in Roseboro were being laid off. See “Roseboro,” *Raleigh News and Observer*, March 9, 1890.

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curbs, and there is a concrete sidewalk along the west side of the street. The streetlights on Railroad Street consist of mast arm lights affixed to electrical poles.

North West Street within the historic district is a two-lane road with no street parking and concrete sidewalks along both sides of the street. West Pleasant Street, which forms part of the southern boundary of the district, is paved with asphalt and does not have curbs. There is no sidewalk along the north side of the street. The streetlights on North West Street and West Pleasant Street consist of mast arm lights affixed to electrical poles.

Statement of Integrity

Integrity is the ability of a resource to convey its significance. The Downtown Roseboro Historic District possesses all seven aspects of historic integrity as established by the National Register, and the district's integrity of location, setting, feeling, association, and design are particularly strong. The downtown district, roughly centered on the intersection of Roseboro Street and the former railroad corridor, continues to define the commercial center of the town. Although the railroad has been discontinued and its track removed, the space it once occupied has been preserved as part of North Carolina's Mountains-to-Sea Trail, and the visual and physical relationships between Roseboro Street and the rail corridor reflect the historic condition. The district's setting encompasses low-density residential development, commercial buildings, and open space, much as it did during the period of significance, and the association of Downtown Roseboro with its history as a commercial district has not been affected by development in or around the town that would dilute its historic characteristics. The district continues to express the aesthetic and historic sense of its primary period of development during the first half of the twentieth century, and its features are sufficiently intact to convey its historic associations to observers. The important aspects of design in the Downtown Roseboro Historic District remain evident in its street grid and in its one- and two-story commercial buildings. While two buildings along the north side of the 100 block of West Roseboro Street have been lost, impacting the visual rhythm of the streetscape, the row of commercial buildings along the south side of the street remains intact. What has changed most in the historic district are materials and workmanship, with original storefronts and second-story windows often altered, encapsulated, or replaced. These changes, however, do not prevent the building stock from being distinguishable as a cohesive collection of commercial buildings dating primarily to the early and middle decades of the twentieth century.

Statement of Archaeological Potential

Established in 1889, Roseboro developed throughout the first half of the twentieth century as a stop on the Cape Fear and Yadkin Valley Railway. The area has been subject to extensive development, with a dense concentration of buildings constructed during the early 1900s, further growth in the mid-twentieth century, and the relocation of the railroad depot twice. It is unlikely that intact archaeological deposits related to the early history and period of significance of the district remain.

Inventory of Resources

The following inventory lists the name, construction date(s), address, site survey number, contributing or noncontributing status, and resource type (building, structure, object, or site) of

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each resource within the historic district. Following this list of key identifiers is a narrative that provides a description of the resource and historical information, if known. The resource name reflects its historic ownership or function. When this information is lacking, a generic name such as “commercial building” is used. The site survey number, which is placed in brackets following the address, is a unique North Carolina building identifier consisting of a two-letter county code and four numerals. Vacant lots, identified by address or tax identification number, are listed in the inventory in the order that corresponds to their physical relationship to adjacent resources. There are a total of seven vacant lots within the district.

The contributing or noncontributing status of each resource within the historic district was determined based on current National Register documentation standards. Contributing resources (buildings, sites, structures, or objects) were present during the period of significance and add to the historic associations or historic architectural qualities for which the district is significant, or they independently meet the National Register criteria. Noncontributing resources were not present during the period of significance, do not relate to the documented significance of the district, or, due to alterations or other changes, no longer possess historic integrity. Two objects and one structure within the historic district were determined noncontributing because they date to after the period of significance. Six buildings within the district were determined noncontributing due to alterations or other changes that resulted in a loss of integrity. In the case of the former Town Hall and Library on North West Street (SP0802), for example, the building has been gutted, the roof is partially collapsed, and the windows and doors are either missing or the openings filled with concrete block. Due to the irreversible nature and extent of the alterations that have occurred since the period of significance and the poor condition of the resource, the building no longer has integrity. In other cases, changes to building fabric and removal of key design elements have impacted the ability for resources to convey their significance to the district. This is the case, for example, with the buildings at 200 West Roseboro Street (SP0796) and 202 West Roseboro Street (SP0798), which have had their primary facades entirely resurfaced with brick veneer, fenestration patterns altered, windows and doors replaced, and rooflines redesigned in such a way that the original building form is no longer evident. In contrast, buildings that have only a portion of their facades covered with brick veneer or buildings with altered storefronts that retain the original materials, ornamentation, upper façade, and roofline were given contributing status. Since alterations such as replacement windows, boarded windows, or the addition of temporary or permanent awnings are, in most cases, reversible, buildings exhibiting such conditions, unless in combination with other factors impacting integrity, were also given contributing status.

Rather than arranging resources alphabetically by street name, the inventory first describes the site of former railbed, then the resources on Railroad Street, followed by those on Roseboro Street to best reflect the pattern of development that shaped Downtown Roseboro’s growth. With Railroad Street, the resources on Northeast Railroad Street are described first, in ascending numerical order, followed by those on Northwest Railroad Street and Southwest Railroad Street. For Roseboro Street, the resources on the north side of East Roseboro Street are described first, followed by the north side of West Roseboro Street. The resources on the south side of the street are described next. The next resources listed in the inventory are on West Street (North West Street, then South West Street). The resources on West Pleasant Street are listed last.

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Former Railbed, 1889; 2023
American Legion Memorial, 1950
“Metal Roses” Public Art Installation, 2018

Noncontributing Site
Contributing Object
Noncontributing Object

Railroad Street north of Roseboro Street is divided by the former railbed, which has been converted into a landscaped median that forms part of North Carolina’s Mountains-to-Sea Trail.² The median features a serpentine brick pathway built by the Friends of the Mountains-to-Sea Trail, a double row of Savannah Holly trees, picnic tables, and a flagpole. Artwork by Raleigh painter and muralist Autumn Cobeland adorns the electrical boxes. At the south end of the median is a granite war memorial erected by the American Legion in 1950. It is set within a circular plaza paved with concrete and brick and adorned with planters and benches. Behind and around the memorial is a public art installation fabricated by sculptor Shawn Hobbs titled “Metal Roses.” The artwork, installed in 2018, consists of four abstract metal roses mounted on tall, bent steel pipes. There is a single historic replica streetlamp at the south end of the plaza on Roseboro Street.

NORTH RAILROAD STREET, EAST SIDE

Commercial Building, ca. 1960
104 E. Railroad Street³ [SP0772]

Contributing Building

This one-story brick building, built circa 1960, is representative of the fire-resistant brick construction that replaced many of Roseboro’s early wood-frame commercial buildings, contributing to the commercial viability of the downtown district during the post-World War II period. While no building appears at this location on a U.S. Department of Agriculture aerial photograph from 1938, it is included on a 1964 map of downtown Roseboro labeled as a law office. The building is now used as a restaurant.

104 East Railroad Street occupies approximately two-thirds of its lot and is set back from the curb by about 12 feet. A concrete apron as wide as the building stretches from the street to the front (west) façade, which is composed of orange colored brick laid in running bond. At the south end of the façade is a recessed entrance composed of a glass and aluminum door set within a glass and aluminum frame. A cloth awning shelters the entrance. North of the entrance is a band of three fixed, aluminum and glass windows set high above ground level. The brickwork and windows are slightly recessed from the surrounding wall, suggesting that they may be infill installed in what was originally a larger opening. While the original function of the building is unknown, its use as a law office by 1964 indicates that the existing infill may date to the period of significance. A simple cornice of one projecting brick course and one receding course caps the façade. The lateral walls are constructed of common bond red brick. They step down from west to east and are covered by half round ceramic tiles. A small grassy area is located behind the building, and a 10-foot-wide

² Roseboro is located along Segment 12 of the Mountains-to-Sea Trail which covers a distance of 65.7 miles.

³ The 911 addresses assigned to the properties along Railroad Street in Roseboro are inconsistent in their use of the intercardinal directions. For example, this building has the address East Railroad Street, while the building next door has the address NE Railroad Street.

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alley runs along its south wall. The alley is paved and striped for parking as part of the parking area for the neighboring building at 101 East Roseboro Street (SP0778).

Commercial Building, ca. 1922-1930

Contributing Building

106 NE Railroad Street [SP0773]

106 NE Railroad Street stands one story tall and features a one-story rear addition built in the 1930s. The building is set back from the street with a broad concrete walk leading to the main entrance. Grass panels flank the walkway. In the center bay of the front (west) façade is a modern paneled door and a window (now boarded with plywood). The door and window, as well as the stretcher bond brick wall below the window, fill what was once a larger central opening that matches the width of the walkway. A half-dome, cloth awning shelters the door. To either side of the entrance bay is a pair of windows with transoms. The windows hold one-over-one sash in wood frames, have brick sills, and transoms that are divided into two lights. Decorative shutters flank each pair of windows. One of the windows in the north bay is boarded up, and both of the transoms are either painted or covered with paper on the inside. At the center of the upper part of the front façade is a recessed rectangular panel, which was common in commercial buildings of the early twentieth century and often held signage or a construction date for the business contained within. A narrow band of brickwork at the top of the wall projects slightly forward as a modest cornice for the parapet bordering the flat roof. The side walls of the original part of the building are constructed of unpainted brick. The south wall includes a single, arched window opening. The rear addition is wider than the earlier building by about 10 feet, creating a slightly L-shaped footprint – 40 by 65 feet on the west, 50 by 30 on the east. Neither the material covering the walls of the addition nor its roofing could be determined from the public right of way.

The building was constructed sometime between 1922, when an empty lot is depicted at this location on the Sanborn Insurance map of that year, and 1930, when the Sanborn map depicts a one-story brick stable with an earth floor and a wire-glass skylight. By 1938, according to an aerial photo produced by the U.S. Department of Agriculture, two additions had been made to the rear (east) of the building so that it occupied nearly the entire lot. The easternmost addition was removed by 1966, according to a North Carolina Geological Survey aerial photograph of that year. The footprint of the current building is consistent with the 1966 photograph.

(Former) Fisher Insurance Building, ca. 1897

Contributing Building

108 E. Railroad Street [SP0467]

Thought to be the oldest extant building in Roseboro, 108 East Railroad Street is a one-story, front gable structure that stands roughly two feet from its neighbor to the south. The two-room building was constructed around 1897 by Hardy Royal for William Judson Fisher and has housed numerous businesses in the 127 years of its existence. The building is an excellent example of an early frame commercial structure, of which few examples exist in Sampson County.

Dr. Paul M. Crumpler operated his medical practice in the front room of the building beginning in 1908, while D. Whitfield Tart – later founder of Roseboro’s Tart Drug Store (SP0475) –

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established a pharmacy in the back room. These are the earliest known uses of the building. The 1979 North Carolina Division of Archives and History survey form for the property indicates that the back room was an addition, perhaps constructed for Tart's pharmacy. The 1922 Sanborn Insurance map indicates that the building was vacant at that time, but the 1930 map shows a cleaning and pressing business operating there. From about 1966 to 1978, the building housed the insurance office of William J. Fisher's grandson, Lenon H. Fisher.⁴

The front gable building – approximately 14 feet wide and 30 feet long – stands on brick piers with terra cotta block infill. A concrete walk leads from the street to the two concrete steps at the entrance. The building is sheathed in wood siding and has an asphalt shingle roof. The two-bay front (west) façade features corner pilasters, a boxed cornice with returns, and a circular, louvered vent in the gable. The entrance in the north bay contains a two-leaved wood door, each leaf consisting of two vertical panels surmounted by a horizontal panel below the lock rail and an arched glass pane above. A single, large, two-over-one, wood-framed window is located in the south bay. An awning of wood slats shelters both the door and the window. Two doors and a window pierce the north elevation. The western door, a later modification, is paneled below nine fixed lights and protected by a metal grille. A wood stoop and steps provides access. The wood east door, possibly original to the rear addition, consists of five horizontal panels. Wood steps access this door. A modern six-over-six vinyl window is located between the two doors. It is set within a flat board casing. Between the west door and the front of the building is a closed brick chimney that ends at the eave. Historical maps and aerial photos indicate that no building was ever constructed north of the Fisher Insurance Building, and the door at the east end of the north elevation probably dates at least to the early twentieth century, when the back room of the building functioned as a pharmacy. The south elevation has no openings. The building retains its original massing, roof form, decorative details, and façade openings and thereby continues to convey its significance as one of the oldest, if not the oldest, buildings in Roseboro.

NORTH RAILROAD STREET, WEST SIDE

Lot north of 101 W. Railroad Street (PIN 08010106812) – Vacant Lot

Commercial Building, ca. 1920

101 W. Railroad Street [SP0774]

Contributing Building

An L-shaped, two-story plus mezzanine brick building appears on this lot in the 1922 Sanborn Insurance map. The map identifies two functions in the building – a store and a Masonic hall that hadn't yet been completed. The 1930 Sanborn map places a "Lodge Hall" on the second floor. Although the earliest function of the building's commercial space is not known, a furniture store was located there at least by 1964, according to a map in the Roseboro Development Plan of that year, and that use seems to have continued into the twenty-first century.

⁴ Thomas Butchko, Historic Sites Survey Form: (Former) Fisher Insurance Building (SP0467), July 3, 1979, available from the North Carolina State Historic Preservation Office, Division of Archives and History, Raleigh, NC.

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As originally built, a hipped, metal roof overhung the front (east) façade only, due in part to the adjoining two-story buildings on the north and south. Exposed rafter tails supported the extended eave of the roof overhang. The first floor of the front façade consisted of a door on the north and two broad storefront windows to the south, according to a circa 1920s photograph.⁵ The original circulation is not known for certain. Possibilities include doors in each of the storefronts, with the north door to access the upstairs, or a door in one of the storefronts along with the north door, as exists today. Two banks of three fixed windows lit the mezzanine, according to the 1920s photograph, while a single fixed window over the north door helped illuminate the stairway. Four pairs of double-hung, wood sash windows illuminated the third floor. The windows had brick sills and steel lintels.

Today, the building retains the same basic arrangement of openings as it did in the 1920s – two storefront windows and a doorway on the ground floor, two banks of windows in the mezzanine, and four pairs of windows on the top floor. A door is currently included in the south storefront, while the north storefront has windows only. The glass and framing in the storefront windows are of recent construction, and possibly from two different periods. The angled window and door on the south appear to be earlier than the remaining window and may date to the same time as the cast stone veneer of the lower floor, probably the 1960s. The remaining window in the south storefront and the entire window on the north appear to be later, probably after the period of significance. The recessed door north of the storefronts originally contained a transom, composed of a metal frame with small, frosted glass panes, that has been covered up, although damage to the covering reveals the original condition. A metal canopy shelters both of the storefronts, also probably dating to the 1960s work. The mezzanine-level windows appear unchanged, although they may have new glass panes. The third-floor windows are now boarded up; the openings remain in the same locations and retain their original size, sills, and lintels. The building retains its hipped roof. The brick north wall, formerly covered by an adjacent two-story building, is now exposed. A quiltlike patchwork mural adorns its lower level.

SOUTH RAILROAD STREET, WEST SIDE

Commercial Building, ca. 1950

Noncontributing Building

102 SW Railroad Street⁶ [SP0775]

This building, now used as a restaurant, stands one story tall, is constructed of brick, and includes a shed-roof canopy over the public sidewalk adjacent to its front (east) façade. Two additions have been constructed at the rear of the building linking it to a one-story brick structure that may have originally been freestanding but is now part of 102 SW Railroad Street. The building occupies lot 32 of Roseboro's 1889 town plan, measuring 100 feet wide along SW Railroad Street and 150 feet deep. The current building replaced an iron-clad frame structure that appears on the 1922 and 1930 Sanborn Insurance maps and may have been constructed circa 1950. In that year, Wade Howard,

⁵ Old Roseboro, the Town and Its People, Facebook, <https://www.facebook.com/oldroseboronc/photos>.

⁶ While the 911 address assigned to this property does not include a street number or an intercardinal directional, the address for the business currently occupying the building is 102 SW Railroad Street.

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son of the owner of lot 32, the widow Clennie J. Howard, was listed in the U.S. Census as the owner of a farm implement sales business, identified in town commission meeting records as the Howard Tractor and Farm Implement Company. In 1951, the town approved Howard's application for a building permit for an addition to his store.⁷ He was, by that time, one of the town's commissioners. The construction date of the once separate brick building at the back of the lot is not known, but it was in place by 1964. The link structure between the two buildings was constructed after 2018.

According to a photograph from the 1970s, 102 SW Railroad Street was an unpainted brick building with large plate-glass windows and a door with transom on the Railroad Street façade.⁸ The door was located off center to the north. Above the storefront was a large horizontal panel of brick laid in a basket-weave pattern. A corbelled cornice with dentils crowned the parapet wall disguising the roof. The north wall also featured a large plate-glass window with a basket-weave-patterned panel above. Today, the building retains many of these features although they are partially obscured by later changes. The door is now in the center of the east façade and the brickwork is painted. The window on the north wall has been altered (three glass panels rather than two), and signage covers most of the basket-weave panel above. The side walls are only partially painted, revealing common bond brick construction and a stepped parapet disguising the flat roof. On the north, a framed doorway, with air conditioning unit above and a quarter-round cloth awning, and two windows pierce the brick.

(Former) Town Jail, ca. 1930
SW Railroad Street⁹ [SP0776]

Contributing Building

This one-story, brick building on SW Railroad Street stands on the same parcel of land that once contained Roseboro's water tower. The town acquired the 50 by 150-foot parcel from Sallie E. and Charles Butler in 1915.¹⁰ The water tower was built at the west end of the lot sometime between 1922 and 1930, according to the Sanborn Insurance maps. It remained in that location until at least 1970, according to an aerial photograph held at the town museum. The jail's construction on the east side of the lot, along the street, took place sometime after 1930. On December 15 of that year, the town commissioners approved a motion to construct an 18 by 30-foot building to function as a town hall, vault, and jail.¹¹ The existing building is very close to the size of the approved town hall and jail complex; it may therefore be concluded that it was constructed sometime after the December 15 meeting. It replaced a small iron-clad, frame garage that stood on the spot in 1930, according to the Sanborn map of that year. There may have been some delay, then, before the jail's construction took place. A 1938 Department of Agriculture aerial photograph of Roseboro is not clear enough to determine its presence at that time. No additional references to the building were

⁷ Town of Roseboro, Minute Book 3 (July 1, 1947 to June 18, 1953), 107, available at Roseboro Town Hall, 101 W. Pleasant Street.

⁸ Old Roseboro, the Town and Its People, Facebook, <https://www.facebook.com/oldroseboronc/photos>.

⁹ The 911 address assigned to this property does not include a street number.

¹⁰ Deed Book 295, page 2, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

¹¹ Town of Roseboro, Minute Book 1 (1913-1934), 105, available at Roseboro Town Hall, 101 W. Pleasant Street.

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found in town records until April 6, 1948, when the commissioners discussed its rewiring.¹² It is not clear whether the building was used for anything except a jail in its early years. The 1948 meeting minutes do not mention its use as the town hall or as a vault. In fact, no references were found to the town hall being located in the building. After its use as a jail ended, it was used as an office for police and other town departments before being conveyed to private citizens in 2018. The property conveyed measured approximately 20 by 50 feet.¹³

The old jail itself measures 20 feet wide along SW Railroad Street and 30 feet deep, leaving a 20-foot-square panel of grass behind the building. The front (east) façade is faced with brick laid in running bond with white mortar. A central door is flanked by two boarded up and painted window openings. The six-panel wood door has three horizontal glass panes in its upper half and is surmounted by a transom. Four lights can be seen in the lower part of the transom, which is partially covered by a wood board. The windows have brick sills and steel lintels, and a row of soldier bricks runs across the façade immediately above the windows and door. The cornice consists of a course of header bricks topped by a row of stretcher bricks. The north elevation is also laid in running bond brick and is partially covered by a mural. Both the west and south elevations are laid in common bond brick. The parapet bordering the flat roof steps down from east to west.

**Lot south of the former Town Jail on SW Railroad Street (PIN 08010106816) – Vacant Lot
EAST ROSEBORO STREET, NORTH SIDE**

(Former) Bryan Motor Company, 1949; 1950
103 E. Roseboro Street [SP0777]

Contributing Building

103 East Roseboro Street has a long association with Roseboro’s automobile sales and service industry. This history begins in August 1928, when Salemburg resident C. S. Royal purchased a vacant lot on the east side of the railroad tracks where he established the Royal Motor Company of Roseboro. Royal Motor was an authorized dealer of Chevrolet automobiles and a Goodyear tire and tube distributor. The company also offered garage service.¹⁴ According to the 1930 Sanborn Insurance map of Roseboro, the business occupied a one-story, masonry building with a concrete floor.

The property next changed hands in May 1949, when it was purchased by William Thomas “Tom” Bryan, Jr., and his wife, Mary Anna Bryan.¹⁵ According to Sampson County property records, the current building, which is two stories tall, was built in phases, with the front section in 1949 and

¹² Town of Roseboro, Minute Book 1 (1913-1934), 105, and Minute Book 3 (July 1, 1947 to June 18, 1953), 22, available at Roseboro Town Hall, 101 W. Pleasant Street.

¹³ Deed Book 2010, page 786, and Map Book 98, page 93, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

¹⁴ Classified ad, *Sampson Independent*, December 13, 1928.

¹⁵ Tom Bryan was the son of William T. Bryan, Sr., who constructed the house at 201 W. Clinton Street (SP0448).

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the rear in 1950.¹⁶ These dates suggest that Tom Bryan either extensively remodeled and expanded the older Royal Motor building or razed it to build the current structure. The Bryan Motor Company had a Ford showroom and garage.¹⁷ In 1995, Tom Bryan passed away, and his widow sold the property. The building is a good example of the freestanding, purpose-built commercial buildings – many related to automobile sales and maintenance – that characterized the later period of downtown Roseboro’s development.

103 East Roseboro Street is a two-story, masonry building with a parapet roof. The 1949 section is brick laid in stretcher bond on the façade and common bond on the side elevations. The back 1950 section is constructed of concrete masonry units and is slightly wider than the front, creating a side bay on the east. Historically, this bay held a garage door opening that provided access to a garage/repair shop. Today, the south façade of the 1949 section retains its original second-floor windows, but the first-floor fenestration has been altered. Originally, the first-floor level was almost entirely glazed. To either side of the pedestrian entrance were large, plate-glass windows that looked onto the auto showroom. The eastern- and western-most plate-glass units have been replaced with what appears to be fiber cement siding, and the entrance consists of nonoriginal, wood paneled, double doors and a nonoriginal transom. There are three original second-floor windows. These are steel sash windows that are divided into sixteen lights. Within each window unit are two three-light, single sash casements. The second-floor windows have concrete (or cast stone) sills. Decorative treatment is limited to brick soldier courses above the openings and decorative brickwork along the roofline. The south-facing former garage door opening in the rear section of the building has been retrofitted with a large multilight wood window. The space around the window has been filled with plywood panels.

The west elevation features a centrally located exterior brick chimney and one former window opening. This opening is located at the southern end of the façade and once held a plate-glass showroom window. It is now filled with a combination of fiber cement siding and wood siding. The north elevation has four window openings – two are boarded with plywood and two hold modern vinyl windows. The north end of the east elevation, encompassing the section of the building constructed of concrete masonry units, includes a former garage door opening that is now filled; there is a narrow pedestrian door cut into the fill material. The brick section of the east elevation features, from north to south, a wood paneled pedestrian door (nonoriginal), two five-light, wood windows (original), and a side entrance consisting of a central door (nonoriginal), plate-glass sidelights (nonoriginal), and a three-light transom (original). South of the entrance is a former showroom window opening that is now filled with fiber cement siding. At the second-floor level are two window openings with sixteen-light, steel sash that replicate the upper windows on the front façade.

¹⁶ Sampson County Property Records, 103 E. Roseboro Street (Parcel ID 08014592502), available at <https://sampsonlandrecords.com>.

¹⁷ Cora Bass, *Sampson County Yearbook, 1956-57* (Clinton, NC: Bass Publishing Company, 1957), 90.

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(Former) Commercial Building, 1930; 1950
101 E. Roseboro Street [SP0778]

Contributing Building

This one-story, brick and cinderblock building stands at the northeast corner of East Roseboro Street and NE Railroad Street. The main block has a rectangular plan (30 feet by 42 feet) and a front gable roof with overhanging eaves and asphalt shingles. According to Sampson County property records, the building was constructed in two phases, in 1930 and 1950.¹⁸ The northern portion of the main block appears from its brickwork to be the older section of the building and may be the one-story, brick structure recorded by the 1930 Sanborn Insurance map of Roseboro. The southern portion of the main block, which is a combination of brick and cinderblock, may represent the later construction. There is a small addition (5 feet by 16 feet) constructed at an unknown date on the north elevation that also has a gable roof.

The building's front (south) façade has a simple two-bay configuration consisting of a modern glass door on the east and a window on the west. The window opening has a brick sill, steel lintel, and two replacement sliding-sash, vinyl units arranged side by side. Both the door and window are shaded by canvas awnings. The upper part of the front façade, under the gable, is faced with fiber cement siding. The west elevation, facing NW Railroad Street, features two window openings, also with awnings. In the 1930 section to the north is a tripartite window consisting of a fixed center pane with four-light, single casements to either side. The window opening at the south end of the elevation holds two multilight vinyl sash windows. Inconsistencies in the masonry indicate where alterations have occurred over time. For example, the window in the northern bay appears to have been retrofitted into a larger opening of which the brick sill is still visible, and next to the window there is evidence of a former door opening. This opening had an arched head and may have been the location of the original front door of the 1930 section. In the center of the elevation, the wall is constructed with cinderblock, and there is evidence of a former window opening. The north elevation of the main block has no openings, and the wall surface under the gable consists of shingles, possibly asphalt, with a scalloped design. The north wing is built of cinderblock with vinyl siding under the gable. The east elevation has only one opening – a centrally located modern glass door. Similar to the west side, the center portion of the east wall is also built of cinderblock.

WEST ROSEBORO STREET, NORTH SIDE

(Former) Coharie Bank, ca. 1917
100 W. Roseboro Street [SP0779]

Noncontributing Building

The two-story, brick building at 100 West Roseboro Street housed three different banking establishments over three-quarters of a century at the prominent northwest corner of Roseboro and Railroad streets. Currently, the property consists of three adjoining buildings. The Coharie Bank, established in 1916, occupied the original 25 by 40-foot building on the corner, built circa 1917, and acquired the neighboring 20 by 50-foot lot to the north on NW Railroad Street in 1920. A brick

¹⁸ Sampson County Property Records, 101 E. Roseboro Street (Parcel ID 08014156001), available at <https://sampsonlandrecords.com>.

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building labeled a store appears in this location in the 1922 Sanborn Insurance map, suggesting the bank rented the space to a tenant at that time. Coharie merged with the older Bank of Roseboro in 1927, and the consolidated bank was absorbed by First Citizens Bank and Trust Company in 1939. First Citizens acquired a 25 by 40-foot building immediately west of the original bank, described as a millinery in the 1922 Sanborn map, in 1969, creating the current 50 by 60-foot property.¹⁹

Early photographs of the buildings show that the original bank featured red brick exterior walls and window and door openings accented by contrasting, square corner blocks and stone sills. The primary entrance was located in the canted corner at Roseboro and Railroad streets, and another entrance was located at the north end of the Railroad Street façade. Both of these entrances had two-light transoms. A large window opening pierced both the Roseboro Street and Railroad Street first-floor elevations, while a string of single windows wound around the corner on the second floor. Wood sash filled the window openings. Both of the acquired buildings appear to have had shop fronts on the ground floor with windows above – paired in the case of the Railroad Street addition, single and paired on Roseboro Street. The Roseboro Street acquisition featured a central parapet at the roof level, a feature often associated with early twentieth-century commercial buildings.

The existing building maintains the height of the original, its brick facing, corner entrance, second-floor window locations, and parapet on Roseboro Street, but much else has changed. In addition to the painted brick, the window sash and doors have all been replaced with modern metal framing. The windows are now primarily made up of fixed single panes. The door at the north end of the Railroad Street façade of the original bank has been bricked over and an adjacent window converted into a door. Bands of plain gray, possibly concrete, panels have been placed just above the windows of both the first and second floors of the original bank building and the Railroad Street acquisition, on which signage was placed. This alteration took place after 1979, based on photographs taken that year as part of the state's historic sites survey. The westernmost, second-floor window on the Roseboro Street side of the original building still displays its stone sill, brick lintel, and a corner block. The horizontal paneling, however, blocks views above and below the remaining windows and doors; it is therefore not possible to tell whether these features have been removed or are simply hidden. The two large windows on the first floor of the original building were at one time decreased in size but have since been enlarged and now reach from floor to ceiling. The shop front window of the Roseboro Street acquisition was closed by 1979. First Citizens Bank sold the property in 1994.²⁰

Commercial Building, ca. 1925
106 W. Roseboro Street [SP0781]

Contributing Building

¹⁹ Deed Book 284, page 99, Book 347, page 396, Book 438, page 490, Book 506, page 22, and Book 805, page 830, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

²⁰ Deed Book 1183, page 859, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

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This one-story, brick commercial building was originally built as two narrow buildings, both erected circa 1925, but is now unified into a single resource at 106 West Roseboro Street. Dr. E. Tate Sessoms acquired the lot on which the western section was built on July 1, 1925, while E. A. Owen purchased the lot next door to the east on October 1 of the same year.²¹ The 1930 Sanborn Insurance map labels Sessoms' property as an office and Owen's as a store. A 1950 newspaper photograph, although difficult to interpret definitively, suggests that the fronts of both buildings once featured large plate-glass windows and transoms. By 1979, the western section featured an overhanging canopy, according to photographs taken that year as part of the state's historic sites survey, while the original storefront window and transom of the eastern section remained intact.

Today, the front (south) façade features two narrow, mirrored storefronts, each with a modern wood and glass door and a multilight, slightly bowed wood window composed of nine fixed, square, glass panes. The doors are set in recessed entries separated by a brick pier. Immediately above the window level is a fixed canopy, which projects over the sidewalk and shades the storefront openings. Asphalt shingles cover its roof. At the first-floor level, the original brick is faced with brick veneer painted dark gray. The original unpainted stretcher bond brick is visible above the canopy. The building has a dentilled brick cornice and a parapet roof.

Commercial Building, ca. 1922

Contributing Building

108 W. Roseboro Street [SP0783]

The one-story brick building at 108 West Roseboro Street appears to have been built at the same time as the adjoining two-story building to the west (SP0804), judging from the continuity of the tan, running bond brickwork across the upper levels of both facades. Local businessman W. Claud Caison acquired this property in 1920, and the building was in place by the time of the 1922 Sanborn Insurance map. Sampson County property records indicate that the Bank of Roseboro occupied 108 West Roseboro Street prior to that bank's 1927 consolidation with the Bank of Coharie, located just four doors to the east at the corner of Roseboro and Railroad streets.²² After the merger, 108 West Roseboro functioned as a store, according to the 1930 Sanborn Insurance map.

The lot on which the building stands measures 25 by 80 feet, according to deeds; the building itself fills approximately three-quarters of this area. The lower front (south) façade is pierced by a single, slightly bowed window on the east, with a solid, modern door set in a recess on the west. The window is composed of nine fixed, square panes. The brick veneer around the window and door is not original and consists of stacked courses of brick below the window and stretcher bond brick elsewhere. A fixed canopy shelters the door and window; its structure is attached to the canopy at 106 West Roseboro, but its asphalt shingle roof is a different color. The brick façade above the

²¹ Deed Book 419, page 350, and Deed Book 426, page 313, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

²² Deed Book 344, page 525, Book 412, page 95, Book 438, page 490, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

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canopy is original – running bond tan brick with a corbeled cornice. The building features a flat roof with a brick parapet that is capped by half-round terra cotta tiles.

Commercial Building, ca. 1922

Contributing Building

110 W. Roseboro Street, east section [SP0804]

The current commercial property at 110 West Roseboro Street comprises three two-story brick buildings constructed at different times and for different purposes. The earliest, on the west, served as Dr. Oscar E. Underwood's office and was in place by 1917. D. W. Tart's drug store, in the center, was built around 1919. W. Claud Caison acquired the eastern property from Tart and his wife Vada in 1920, and a building appeared on this lot by 1922, according to the Sanborn Insurance map of that year. The Sanborn map indicates that a store was located in Caison's building; Tyson's Grocery operated there for many years.²³

The building appears to have been built at the same time as the adjoining one-story building to the east (SP0783), judging from the continuity of the tan, running bond brickwork across the upper levels of both façades. The lower level of the front (south) façade is faced with brick veneer and features three large plate-glass windows in aluminum frames. A fixed canopy shelters the first-floor windows. There are no doors on the front façade, as the building now has interior connections to the center section of 110 West Roseboro Street (SP0475). The second floor features four arched window openings with concrete or cast stone sills. The arches are composed of two courses of brick laid on edge beneath a row of stretcher bricks which extend between the openings and to the building edge to create a belt course. The windows themselves are modern, one-over-one, vinyl sash. Above the windows, two rows of corbelling frame a blank frieze at the parapet level. The parapet, which is capped by half-round ceramic tiles, steps down from south to north, as can be seen on the east elevation.

(Former) Tart Drug Store, ca. 1919

Contributing Building

110 W. Roseboro Street, center section [SP0475]

When it opened in 1909, D. W. Tart's drugstore – later to be known as Tart and West, with the addition of pharmacist W. L. West to the company – was the first pharmacy in Sampson County. Several buildings on both Railroad and Roseboro streets housed the operation before it moved into the central section of what is now 110 West Roseboro in 1919. Sixty years later, the drugstore remained in its West Roseboro Street location, but had incorporated an additional building on the east (SP0804).²⁴

The 1919 building stands two stories tall and is built of brick. On the first floor, there are two aluminum and glass doors in the center of the façade. They are flanked on each side by a large plate-glass window in an aluminum frame. The doors and transom above may date to the period

²³ Deed Book 301, page 220, Book 344, page 522, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>; Katherine Melvin, "The Roseboro that Was," *Sampson Independent*, December 6, 1978; "Roseboro: Rebuilding after the 1920s Fires," *Sampson Independent*, June 13, 1979.

²⁴ Katherine Melvin, "The Roseboro that Was," *Sampson Independent*, December 6, 1978.

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of significance; they appear in a circa 1970s photograph of the building held in the Town Museum. The flanking display windows maintain the same width as those shown in the 1970s photograph as well as their relationship to the top of the transom, but the wall beneath is lower, slightly enlarging the window area. The brick veneer surrounding the storefront windows and doors was installed sometime after the 1970s photo. The lower façade is sheltered by a fixed, asphalt-shingled awning that also extends across the neighboring building to the east (SP0804). The second floor is illuminated by four window openings with concrete or cast stone sills and jack arches with dentilled hood moldings. A similarly constructed band of ornament is located below the corbelled cornice that marks the parapet roof. The building has a flat roof, the parapet of which steps down from south to north, as can be seen on the western side wall. While changes have occurred to the building, the essential elements of the original two-part commercial block remain – the first-floor storefront within a masonry frame with large display windows and a recessed entrance and the second floor for office or storage purposes with sash windows.

(Former) Medical Office Building, ca. 1917

Contributing Building

110 W. Roseboro Street, west section [SP0805]

The current commercial property at 110 West Roseboro Street comprises three two-story brick buildings constructed at different times and for different purposes. The earliest, on the west, served as Dr. Oscar E. Underwood's office and was in place by 1917. Dr. Underwood (1885-1935) established his medical office in Roseboro around 1913, taking over the practice of Dr. Paul Crumpler. According to historian Katherine Melvin, Underwood and T. P. Bullard, a dentist, built this west section of what is now 110 West Roseboro Street. Bullard occupied the second floor, reaching his office by an exterior stair on the east, while Underwood had his office on the first floor.²⁵

Today, the lower façade of the former medical office building features a double, wood and glass door with transom on the west and two plate-glass windows with transoms on the east. This arrangement probably resembles the original ground floor, but it is likely that the windows have been altered since the original construction, judging from the low, red brick wall that now supports them. A fixed cloth awning added after 1979, according to state survey photographs taken that year, shades the first floor. The upper façade features a distinctive three-part arched window and Flemish bond brick with glazed headers. The window openings hold modern sash (sixteen over one), and the arch above consists of three courses of brick laid on edge with a band of dogtooth brick layered between courses of alternating stretchers and glazed headers. A dentilled brick cornice ornaments the parapet wall below metal flashing. The side walls are laid in common bond brick. The stair to the second floor once located on the east wall has been removed, and a head-height brick wall blocks the open space between the former medical office and the former drug

²⁵ *Sampson County MD's, 1736-1957*, (Clinton, North Carolina: Commercial Printing Company, 1957), 62; Melvin, "Roseboro: Rebuilding after the 1920s Fires," *Sampson Independent*, June 13, 1979.

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store to the east. A covered connection between the two buildings was constructed after 2003, according to a plat of the property.²⁶

114 W. Roseboro Street (PIN 08003551101) – Vacant Lot

116 W. Roseboro Street (PIN 08017863902) – Vacant Lot

Commercial Building, ca. 1914

Contributing Building

120 W. Roseboro Street [SP0793]

This one-story, two-bay, painted brick commercial building was built circa 1914. It shares a similar architectural character to 124 West Roseboro Street (SP0794), which was constructed around the same time. The front façade faces south and features two mirrored storefronts, each with a pedestrian door in the building’s centered recessed entry and a pair of plate-glass windows on either side to the east and west. The storefronts share a wood-frame awning with an asphalt shingle roof. The exterior wall surrounding the entry and window openings has been resurfaced with modern brick veneer, potentially in the 1960s. The glass doors in the entry have steel frames and glazed transoms. The upper wall of the façade features recessed brick panels, and the building has a simple brick cornice.

According to deed records, it appears that the building was constructed around 1914 by P. M. Bullard and W. H. Howard, officers of the Roseboro Mercantile Company.²⁷ Philander M. Bullard (1860-1918) was described in his obituary as “one of the best known men of [Sampson] county.”²⁸ He was a senior member of the firm P. M. Bullard & Co., one of the largest mercantile houses in Roseboro at the time. In 1922, according to the Sanborn Insurance map of that year, the building was occupied by a gentlemen’s store. Originally, the building stood on a lot that measured 40 feet wide and 100 feet deep. It shared a party wall with the building at 124 West Roseboro Street and had a narrow strip of vacant land to the east. The original lot was subdivided in 1918, when the vacant strip of land, which measured 8-feet-wide along West Roseboro Street, was sold to Frederic A. Caison for \$100.²⁹

Commercial Building, ca. 1913-15

Contributing Building

124 W. Roseboro Street [SP0794]

The one-story, brick building at 124 West Roseboro Street comprises two commercial storefronts. Based on deed information, it seems that the two halves of the building were both built by local

²⁶ Map Book 45, page 59. Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

²⁷ The value of the property increased from \$750 to \$2,000 between March and June of 1914, suggesting the building was constructed during that period. See Deed Book 244, page 285, and Deed Book 252 page 204, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>. D. M. Howard was another investor in the company.

²⁸ “Critically Ill at Roseboro,” *Wilmington Morning Star*, May 11, 1918; “P. M. Bullard Dead,” *Wilmington Morning Star*, May 12, 1918.

²⁹ Deed Book 301, page 540, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>

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businessman Frederic A. Caison circa 1913-15, who subdivided the lot soon after construction.³⁰ From December 1915 to October 1930, the western half of 124 West Roseboro Street was owned by the Lewis family, and the property became known as the A. A. Lewis Store lot.³¹ Later, it was known as the Henry Crumpler Store. The eastern half of the building was purchased by D. M. Howard in October 1916.³² Howard, along with his business partner P. M. Bullard, consolidated the lot with the adjacent property at 120 West Roseboro Street (SP0793), where they had built a one-story brick building circa 1914. The two buildings – 124 and 120 West Roseboro Street – have a similar form and architectural detailing. According to the 1922 Sanborn map, both storefronts of 124 West Roseboro Street were occupied by grocery stores at that time. In 1964, the western half of the building was still being used as a grocery store, while the eastern half was an appliance store.

124 West Roseboro Street is a one-part commercial block with a flat roof. It shares a party wall with 120 West Roseboro Street to the east. Alterations since the original construction are limited to the storefront components. The front (south) façade is divided into two bays that are mirror images of each other. Each bay consists of a recessed entry with a modern steel-frame glass door and modern steel-frame plate-glass windows above a base of brick veneer. The brick wall separating the two entries is also faced with brick veneer. There is a canvas awning affixed to the upper wall of each bay, and above the awning the façade is embellished with two recessed brick panels. The roofline features a simple brick cornice. Both the original brickwork and the brick veneer are laid in stretcher bond.

W. Claud Caison Building, ca. 1922-30

Contributing Building

128 W. Roseboro Street [SP0795]

The W. Claud Caison Building is located at the northeast corner of the intersection of West Roseboro and North West streets. It is a free-standing, two-story, brick building constructed circa 1922-30. At the back of the building is a one-story wing with doors that open to North West Street. The front façade, which faces south, is divided into two bays. While the first-floor storefront has been modified, the second-floor windows retain their original three-part configuration and jack arches. Today, the first floor of the W. Claud Caison Building is divided into two commercial spaces occupied by a clothing store on the west and a barber shop on the east. The second floor is vacant.

The south façade is built with running bond brick and features a recessed storefront which has been modified since the original construction. It is faced with a combination of horizontal and vertical wood siding above a base of brick veneer. The western bay features a glass door with an aluminum frame and an eight-over-twelve, wood sash window. The eastern bay holds an aluminum frame, glass door with a glazed transom. A plate-glass window abuts the eastern edge of the door frame. A pent roof clad with corrugated metal panels covers the first-floor openings and forms an

³⁰ Deed Book 227, page 138, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>

³¹ Deed Book 270, page 398, and Deed Book 451, page 363, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>

³² Deed Book 248, page 204, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>

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awning element. The pent roof is not original but has been in place since at least 1979 when the building was photographed as part of the state's historic sites survey. The second floor has two tripartite windows each with a twenty-over-one, wood sash window in the center and flanking fifteen-over-one sash. The window openings have brick sills and jack arches with keystones. The brick is painted gray from the street level to two courses above the jack arches. Crowning the front façade is an unpainted false front embellished with a brick panel and parapet.

The west façade of the two-story main block features common bond brick. There are three first-floor openings, two doors and a window, which are grouped at the north end of the façade, and feature jack arches. The first-floor doors have transoms, which are now boarded with plywood, and the window opening is also boarded. One of the door openings holds a paneled wood door which may be original. There are five second-floor window openings. Two are boarded up with plywood, and the remaining are similar to those on the front façade – tripartite arrangement, multilight in the upper sash, single light below, brick sills, and jack arches. (Photographs of the building from 1979 indicate that both the upper and lower sash of the tripartite windows then had multilight sash.) The west façade of the one-story rear wing features alternating windows and doors, all of which have been modified from the original design but retain their brick jack arches. A steel canopy has been attached to the back end of the west façade to shelter the openings.

The history of 128 West Roseboro Street starts with the purchase, in January 1920, of three tracts in downtown Roseboro by local businessman W. Claud Caison.³³ Two of the lots (today 128 West Roseboro Street and 108 West Roseboro Street) were located along the north side of the street. The third was located in the middle of the same block and did not have street frontage. It was only accessible by an alley. The lot at 128 West Roseboro Street was 25 feet wide, 90 feet deep, and had a permanent 10-foot-wide alley at the rear of the property. The purchase represented a significant investment in Roseboro by Caison, whose brother Frederic owned a brick commercial building on the south side of Roseboro Street built in 1911 that was destroyed in a fire in 1921.³⁴ According to the 1922 Sanborn Insurance map of Roseboro, W. Claud Caison built a one-story brick building at 108 West Roseboro Street soon after acquiring that lot. The construction of 128 West Roseboro Street came later, as it does not appear until the 1930 Sanborn Insurance map, which shows a brick building on the corner lot. It measured 30 feet wide and two stories tall. It is interesting to note that the Sanborn map gives the height of the rear wing as two stories, not one. This may have been an error, as there does not appear to be any physical evidence in the brickwork or roofline to indicate that the rear wing was once larger or that it was rebuilt with its current one-story form.

W. Claud Caison (1875-1950) was born in Sampson County, the oldest of eight children of Thomas Caison, a farmer, and Mary Lou Underwood Caison. In 1917, he married Nellie Butler of Salemburg. By 1920, the Caisons were living in McDaniels, where Claud worked as a dry goods

³³ The tracts were purchased from Mrs. L. C. Fisher for \$8,200. See Deed Book 344, page 525, and Plat Book 1 page 34, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>

³⁴ The building, at 113 W. Roseboro Street, which was known as the F. A. Caison & Co. Building, was destroyed in the Roseboro fire of December 1921 but rebuilt. It was occupied by Higrade Hardware until 1928 when it became a clothing store called Undersellers. See ad in *Sampson Independent*, February 2, 1928.

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merchant. The couple eventually had four daughters. Cash for the purchase of the Roseboro properties may have come from the sale of the family farm outside of Parkersburg. Starting in January 1919 and continuing through that September, Caison placed advertisements for the sale of a 560-acre property that featured an eight-room dwelling, five tenant houses, a barn and seven additional outbuildings, and one double garage.³⁵ Claud and Nellie moved to Roseboro in the early 1920s and built a brick home on Broad Street in 1926.³⁶ At least two of Claud's brothers – Frederic and Daniel – also went into the mercantile business.

Claude Caison died in 1950 and bequeathed his properties to his wife and daughters. In addition to 128 West Roseboro Street, which was described in his will as, "the Western Auto Store building operated by Joe Butler on the corner of North Roseboro and West Streets in Roseboro," his other properties at the time included a building known as the Roseboro Beauty Shop on the north side of West Roseboro Street, the Tyson's Grocery Store Building, also on the north side of the street, the family home on Broad Street, the D. W. & W. E. Caison Building on the south side of West Roseboro Street, and stables located on East Railroad Street.³⁷ In 1964, 128 West Roseboro Street was being used as a clothing store with a shoe shop in the rear.³⁸ By the mid-1980s, there was a restaurant on the first floor.

Commercial Building, ca. 1910; ca. 2000

Noncontributing Building

200 W. Roseboro Street [SP0796]

200 West Roseboro Street is a one-story, brick building that encompasses two early-twentieth-century commercial buildings that were extensively remodeled circa 2000, based on aerial photos. It shares a party wall with 202 West Roseboro Street (SP0798) on the west. Images from 1979, when the property was photographed as part of the state's historic sites survey, show that the building on the east was originally divided into three bays with a door in the westernmost bay. All of the openings had transoms. The building on the west, which was built prior to 1918, had a central door, flanking storefront windows, and a row of clerestory windows.³⁹ Both buildings featured a molded belt course and a dentilled cornice. According to the 1922 Sanborn Insurance map, both buildings were occupied by grocers, and the building on the east also had a dry goods store. The building on the west remained a grocer in 1964, while the corner building, on the east, held a dentist office in the front half and a café in the rear.

Today, the front (south) façade is faced with brick veneer and is divided into five bays with an entry in the center. The entrance is composed of a modern glazed and paneled door, a boarded

³⁵ Classified Ad, *The Robesonian* (Lumberton, NC), January 9, 1919; Classified Ad, *Smithfield Herald* (Johnson County, N) September 19, 1919.

³⁶ "Roseboro Briefs," *Sampson Independent*, October 14, 1926.

³⁷ North Carolina, U.S. Wills and Probate Records, 1665-1998, Record of Wills, Vol. 10-11, 1940-1954, available from Ancestry.com.

³⁸ Roseboro Planning Board, *Development Study & Plan, Roseboro, North Carolina* (Roseboro, NC: The Board, 1964).

³⁹ This building is referenced as the S. B. Stevens building in a deed dated November 18, 1918. See Deed Book 364, page 204, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

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transom, and a canvas awning. There are narrow plate-glass windows to either side of the entrance and wider plate-glass windows in the end bays. A corrugated metal, half Mansard-style roof conceals what remains of the original cornices. The east elevation was under renovation at the time of the survey, revealing a steel beam spanning two brick piers that was likely installed as part of a past rehabilitation project. Siding has been removed from the south end of the east façade to reveal the original brick wall (the furring strips remain attached) and two plate-glass windows. The north end of the east wall is faced with corrugated metal paneling.

Commercial Building, ca. 1910; ca. 2000
202 W. Roseboro Street [SP0798]

Noncontributing Building

202 West Roseboro Street is a one-story, brick building that encompasses two early-twentieth-century commercial buildings. It shares a party wall with 200 West Roseboro Street (SP0796) on the east. Images from 1979, when the property was photographed as part of the state's historic sites survey, document the appearance of the buildings prior to renovations carried out circa 2000, based on aerial photos, that extensively remodeled the street facade. According to the 1922 Sanborn Insurance map, the building on the west was a grocer, and the building on the east was occupied by a dry goods merchant. In 1964, the west building was a billiards hall and the east building held offices.

Today, the front (south) façade is faced with brick veneer and is divided into four bays with an entry in the second bay from the west. The entrance is recessed from the front façade and composed of a modern glazed and paneled door. A curved canvas awning shelters the entry. There are plate-glass windows with canvas awnings in the remaining bays; the window in the westernmost bay is covered with plywood. A corrugated metal, half Mansard-style roof conceals what remains of the original cornices and parapet roofs. The west elevation is faced with vinyl siding, has no window or door openings, and features a stepped down parapet. At the north end of the wall, the siding has been removed to reveal a cinderblock wall with furring strips.

Lot west of 202 W. Roseboro Street (PIN 08102236101) – Vacant Lot

(Former) Brewer-Starling Clinic, 1937
212 W. Roseboro Street [SP0799]

Contributing Building

The Brewer-Starling Clinic at 212 West Roseboro Street was founded in 1937 by Dr. James Street Brewer (1895-1976) and was the first hospital in Sampson County. The clinic, which featured an x-ray room, a laboratory, an operating room, and eight beds, provided vital services for local residents as well as patients who traveled across the county to seek treatment in Roseboro. During a time of high maternal and infant mortality, its obstetrics practice provided an invaluable service to the greater community. Built during a period of post-Depression era growth in Roseboro, the facility helped the downtown district maintain its standing as an important destination for Sampson County residents.

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In 1937, Dr. Brewer acquired a 3,000-square-foot parcel on the north side of West Roseboro Street from Meredith College, a private women's college in Raleigh, and built a one-story brick building on the lot to house the clinic, which he managed in partnership with Dr. Wyman Plato Starling (1903-67). The front entrance featured an elegant fanlight, which set the building apart from the other brick buildings that lined Roseboro Street at the time. The contractor was John Love Holland out of Salemburg. As originally configured, the building had a reception and a waiting room in the front of the building. A hallway led to the doctors' offices (Brewer's office on one side, Starling's on the other) and to the procedure and recovery rooms.⁴⁰

Dr. James Street Brewer was born in Sampson County on a farm about 2 miles from Roseboro and graduated from Wake Forest College (1917) and the Jefferson Medical College (1919) in Philadelphia. He completed his residency at Roosevelt Hospital in New York (now Mount Sinai West) and spent some time at the Barnes Hospital in St. Louis, Missouri, as chief of staff of the OBGYN department. His mother's illness brought him back to Roseboro, where he began working as a general practitioner in partnership with Dr. Oscar E. Underwood. Their office was on West Roseboro Street (SP0805). Over the course of his career Brewer served as a member of the State Board of Medical Examiners (1938-44), the State Medical Care Commission (1947), and as president of the Medical Society of the State of North Carolina (1952-53).⁴¹ Dr. Wyman Plato Starling was born in Godwin (Cumberland County) in 1903. He attended the University of North Carolina and the Medical College of Virginia. Before joining Dr. Brewer in Roseboro, he served as Sampson County Health Officer (1935-37).⁴²

The former clinic is a brick (common bond) building, one-story tall, with a long, narrow plan (29 by 90 feet) and a parapet roof. The front (south) façade is three bays wide and features a brick cornice. The entrance, in the center bay, is composed of a glazed, wood door with sidelights and a fanlight. The window openings in the end bays hold both original and replacement elements. In each opening the lower portion is a fixed, plate-glass window in an aluminum frame. The upper portion is a three-light window with steel sash. The outer lights are fixed, while the center holds a hopper window. Modern canvas awnings shade the door and windows. A marble plaque has been set into the brick of the front façade on the west side of the west window. It reads "Brewer-Starling Clinic First Hospital in Sampson County Founded by J. Street Brewer, M.D. 1937."

The window openings on the east and west elevations have been bricked in but retain their brick sills and soldier course lintels. There are two former openings on the west façade and six on the east. A rear addition measuring 20 by 20 feet extends from the north wall. The addition is constructed of concrete block and has a shed roof. The roof of the addition extends out over its east façade to create a rear porch with a concrete floor. The porch roof is supported on a steel post. There is a back entrance in the east wall of the rear addition. It has a modern fire door. The addition

⁴⁰ Author interview with Street Brewer, Jr., December 3, 2024.

⁴¹ Sampson County Medical Society Auxiliary, *Sampson County M.D.'s, 1736-1957* (Clinton, NC: Commercial Printing Company, 1957), 68-69.

⁴² *Ibid.*, 75-76.

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was partially constructed across a former window opening on the rear façade of the original building. This opening has been bricked in but retains its brick sill and soldier course lintel.

EAST ROSEBORO STREET, SOUTH SIDE

(Former) Roseboro Depot, 1897; 1950; 1979
Fountain, after 1967
Gazebo, ca. 2023

Contributing Building⁴³
Noncontributing Object
Noncontributing Structure

100 E. Roseboro Street [SP0465]

The Roseboro Depot was built in March 1897 by the Cape Fear and Yadkin Valley Railway as a combined freight and passenger station. It replaced an earlier depot (built in late 1889-early 1890) that was destroyed in a fire in September 1896.⁴⁴ A newspaper item on the depot's construction noted that the railroad employee in charge of the project was "Mr. N. L. Hall, supervisor of the [Cape Fear and Yadkin Valley Railway] bridge force."⁴⁵ The depot was located within the railroad right of way near the northwest corner of lot 72, identified as the "depot lot" on the 1889 plat of the town of Roseboro.⁴⁶ The one-story, frame building followed a standardized design that featured a side gable roof with deep eaves braced with brackets. The roof overhang sheltered raised platforms that extended along the sides of the building. A historic photograph indicates that the building was constructed with board-and-batten siding, and four-over-four, double-hung sash windows provided light to the station agent's office, which was originally located at the south end of the building.⁴⁷

By 1922, according to the Sanborn map from that year, a freight shed with an attached loading platform was built along the tracks south of the depot. The depot was remodeled in 1924, during a decade of growth and renewal in Roseboro.⁴⁸ In 1930, Sanborn maps show a second freight platform added to the site to the east of the freight shed. By 1950, the building had fallen into a state of disrepair and had become a fire hazard. The mayor considered it "Roseboro's leading eyesore."⁴⁹ In April of that year, town commissioners met with an agent from the Atlantic Coast Line Railroad to discuss ways to resolve the issue. In the interest of fire protection and prevention, town officials initially rejected the railroad's proposal to repair and relocate the depot.⁵⁰ An agreement was finally reached in July 1951. Soon after, the building was relocated roughly 80 feet

⁴³ Although the Roseboro Depot has been moved and is identified as a contributing building, the Downtown Roseboro Historic District does not need to meet Criteria Consideration B because it is a district in which only a small percentage of buildings, in this case one, has been moved.

⁴⁴ "State News," *Wilson Times* (Winson, NC), September 25, 1896; "Roseboro Notes," *Sampson Independent*, March 11, 1897.

⁴⁵ "Roseboro Notes," *Sampson Democrat*, February 18, 1897.

⁴⁶ A copy of the plat is recorded in Deed Book 74, page 374, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

⁴⁷ A copy of this photograph hangs in the dining room of the Reedy Mark Restaurant at 201 W. Roseboro Street.

⁴⁸ "Roseboro News," *Sampson Independent*, September 18, 1924.

⁴⁹ Billy Carmichael III, "Hustling Roseboro," *The State* (1950), 7.

⁵⁰ Town of Roseboro, Minute Book 3 (July 1, 1914-June 18, 1953), 76, available at Roseboro Town Hall, 101 W. Pleasant Street.

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to the south to abut the north end of the old freight shed. Although the specifics of the renovation aren't clear from town records, exterior work at the time seems to have involved cladding the exterior with asbestos shingle siding and installing asbestos felt roofing. Interior changes likely included moving the office and waiting rooms to the side of the station facing Roseboro Street, adding restrooms, and installing new floors and fluorescent lights.⁵¹

The railroad depot was relocated once again, in 1979, as part of the development of the George McNeil Rose Memorial Park (now known as the Roseboro Town Park). Planning for acquisition of the depot and the depot lot began as early as 1976, when the town commissioners passed a motion to contact the owner at the time, the Seaboard Coast Line Railroad, about the purchase.⁵² The final agreement, in 1978, involved the town buying half of the lot (1.03 acres) for \$22,200, and the railroad donating the remaining 1.03 acres and the depot to the town on condition that the building would be moved out of the railroad right of way.⁵³ The town received state and federal funding to move the building and develop the park, which included athletic fields, a picnic area, and a playground. The contract was awarded to the Honeycutt Construction Company of Clinton. According to previous survey documentation, prepared in 1979, prior to the move and renovation, a train platform wrapped around the southwest corner of the building, and the exterior was clad with the asbestos shingle siding installed in the 1950s. The platform was removed during the move, but records do not indicate whether the cladding was replaced as part of the renovation work. Newspaper accounts state that the interior was upgraded at the time with new restrooms.⁵⁴

Today, the Roseboro Depot is owned by the town which leases it to an afterschool childcare program. It is located at the northwest corner of a roughly 2-acre lot bound by Roseboro Street on the north, East Street on the east, Pleasant Street on the south, and the former railroad right of way on the west. It is a one-story frame building on a concrete block foundation. The building has a rectangular plan under a side gable roof that has deep, open eaves supported on chamfered wood brackets. The roofing material is corrugated metal, and the exterior cladding is a combination of vinyl siding and asbestos shingle siding. The latter is located on the upper walls (under the eaves) of the east and west elevations. The north elevation features a modern replacement door at its east end and two six-over-six, vinyl sash windows. The door is accessed by wood steps with wood railings. The west elevation features two freight openings with sliding doors and, at the north end, two six-over-six, vinyl sash windows. The exterior platform that once extended along the west wall is gone, although the ends of several wood beams that once supported it are visible along the top of the foundation wall. Near the north end of the roof is a gabled dormer faced with asbestos shingle siding. Old signal equipment is attached to a steel beam that extends from the gable wall of the dormer. The south elevation features a freight door (now boarded with plywood) and a modern metal door. Wood decking, stairs, and a series of ramps provide access to this door. The

⁵¹ Town of Roseboro, Minute Book 3 (July 1, 1914-June 18, 1953), 87, 101.

⁵² Town of Roseboro, Minute Book 8A (December 9, 1975-December 14, 1982), 10.

⁵³ Deed Book 949, page 588 and Deed Book 949, page 591, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

⁵⁴ Jim Parker, "Roseboro," [*Sampson Independent?*], February 29, 1980; Jim Parker, "'78: Steady Progress in Roseboro," *Sampson Independent*, no date. Copies of these newspaper articles are saved in a scrapbook available at the Town Museum in the Roseboro Town Hall.

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east elevation repeats the arrangement of doors and windows found on the west. There is a notch near the north end of the roofline, which may correspond to the former location of a bay window seen in an early historic photograph of the depot. This bay can also be seen in Sanborn Insurance maps.

As noted above, the Roseboro Depot is located within a town park that is bound on the west by the former railroad right of way. Site features of the park (located outside the historic district boundary) include picnic shelters, playground areas, basketball courts, bleachers, a turf volleyball court, a baseball diamond and backstop, and bike racks. The portion of the former railroad right of way within the district features a gravel parking area and, along Roseboro Street, a fountain and a gazebo, both of which were installed after the period of significance.

WEST ROSEBORO STREET, SOUTH SIDE

J. M. Starling Building, ca. 1913
101 W. Roseboro Street [SP0780]

Contributing Building

The two-story brick commercial building at 101 West Roseboro Street was constructed around 1913, based on its relation to 103 and 105-107 West Roseboro Street, which were built at about the same time. J. M. Starling, a merchant, and his wife Rosa, who acquired the property in 1911, are responsible for the construction of all three properties.⁵⁵ The building is an excellent example of the two-part commercial block, as defined by architectural historian Richard Longstreth, a building type that provided for retail space on the ground floor and office space on the upper floor. In the twentieth century, manufacturing and building technology provided for the opportunity to incorporate large expanses of glass to front the retail space in these buildings, often using a recessed door to give even more prominence to product display.⁵⁶ The J. M. Starling Building incorporates all these features into its construction, as well as brickmaking and bricklaying techniques that characterize several of Roseboro's downtown buildings. The orange-colored bricks in these buildings display a spiral pattern on their header ends resulting from the brick manufacturing process. When laid in Flemish bond, as at 101 West Roseboro Street, the brickwork creates a distinctive appearance.

The building is approximately 40 feet wide along West Roseboro Street and 86 feet long along Railroad Street. The front (north) façade is framed with brick pilasters on the east and west with a paneled parapet between. The upper half of each running bond pilaster features a plaque constructed of projecting bricks that form a squat uppercase "T" above a rectangular tablet with two feet-like "brackets." Decorative brickwork, including a course of dogtooth bricks, also adorns the parapet wall, which is capped with metal flashing. The first floor consists of a metal and glass door with transom on the west, which provides access to a stair to the second floor, and a storefront occupying the rest of the façade. A plain brick pilaster separates the west door from the storefront. A recessed door is located at the center of the storefront, between display windows. The walls of

⁵⁵ Deed Book 209, page 406, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

⁵⁶ Richard Longstreth, *The Buildings of Main Street*, updated edition (New York: Alta Mira Press, 2000), 24, 41-45.

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this entry are angled rather than perpendicular to the façade. The west door and the storefront, although they reflect the historical organization of these features, are constructed of modern materials. Originally, a band of fixed windows held in wood frames surmounted the storefront and the west door. This element is now concealed (or replaced) with metal paneling. The upper façade is laid in Flemish bond, and its four windows have what appear to be sandstone or cast stone sills and brick jack arches with keystones. The openings are filled with modern metal and glass windows.

The east elevation, facing Railroad Street, is also constructed of brick laid in Flemish bond. Five unornamented, running bond brick pilasters divide the wall surface into four bays. A former door opening, now bricked up, is located second bay from the south on the first floor. Four of the five windows have sandstone or cast stone sills, brick jack arches, and modern metal and glass sash. Two sets of star-shaped wall anchors – a pair above and below the four original window openings – are located on the second floor. A fifth window, narrower than the others and located in the second bay from the north, has a brick sill and likely a steel lintel.

McLamb Building (East Half), ca. 1913

Contributing Building

103 W. Roseboro Street [SP0803]

103 West Roseboro Street comprises the east half the McLamb Building, a one-story-plus-mezzanine, brick commercial building on the south side of the street that also includes 105-107 West Roseboro (SP0782) to the west. It is named for Algernon (“Al”) and Henry H. McLamb, two mainstays of Roseboro’s downtown mercantile establishment for much of the first half of the twentieth century. It was built around 1912-13 by J. M. Starling and his wife Rosa, who acquired the land on which it was built in 1911 for \$100. When the Starlings sold the property to the McLamb two years later, the price was \$5,000 indicating substantial improvements.⁵⁷ The building is an excellent example of the enframed window wall type of commercial structure, as identified by Richard Longstreth in *Buildings of Main Street*. In this system, the brickwork visually unifies the façade by surrounding a nearly continuous central area of glass with a relatively narrow masonry frame. These framed window walls could be replicated to accommodate the desired number of stores.⁵⁸ Although conceived of as a single building and unified by a central raised section of the parapet wall, the McLamb Building always contained two storefronts divided by a party wall.

Each of the three pilasters of the enframed window wall is decorated with a plaque constructed of projecting bricks that form a squat uppercase “T” above a rectangular tablet with two feet-like “brackets.” Above each of the storefronts are two levels of recessed brick panels laid in Flemish bond with glazed headers. The brickwork features spiral pattern header ends resulting from the

⁵⁷ Deed Book 209, page 406, Book 502, page 294, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

⁵⁸ Longstreth, *The Buildings of Main Street*, 68-69.

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brick manufacturing process. The parapet is constructed of common bond brick with two short piers flanking the central raised section. Two rows of dentils decorate the top of the parapet.

A double wood and glass door centers the storefront of 103 West Roseboro, which housed a grocery store run by Henry McLamb in its early days. It is flanked on each side by two plate-glass windows that create an angled entry. The windows are supported by low, paneled, wood walls. Based on historical photographs, this arrangement appears to be original, although the early photographs show the wood painted white, rather than the current black. These photographs also show a row of five, fixed, rectangular windows above the entrance and display windows. The windows remain in place, shaded now by a fixed, cloth awning added when the building functioned as restaurant in the early twenty-first century. When the building was surveyed in 1979 by the North Carolina State Historic Preservation Office, the interior retained much of its mezzanine level and stair, as well as its pressed metal ceiling. While the mezzanine remains in 103 West Roseboro Street, only a small section of the decorative ceiling appears to be in place.

McLamb Building (West Half), ca. 1913

Contributing Building

105-107 W. Roseboro [SP0782]

105-107 West Roseboro Street is a one-story-plus-mezzanine, brick commercial building that comprises the west half of the McLamb Building. It features the same brick pilasters, recessed panels, projecting plaques, and dentilled cornice that characterize the east half of the McLamb Building at 103 West Roseboro (SP0803).

The storefront of 105-107 West Roseboro Street contains an entrance for each address, unlike the original configuration which featured a single central doorway. The two current doors are both constructed of wood and glass with a transom above. The large plate-glass windows on either side and between the doors are held in metal frames and rest on low walls faced with vinyl siding. Above the doors and display windows is a band of fixed windows (painted or covered over) held in wood framing that appears to match the treatment of this area as seen in historical photos. This original band of windows, however, is currently bordered above and below by dentils that differ from historical photographs. Today, interior appears to have been gutted, and metal columns, rather than the wall that had divided the space earlier, support the ceiling. The Butler Furniture Company was located in what is now 105-107 West Roseboro Street at the time of the December 14, 1921, fire that devastated businesses on the south side of West Roseboro Street but sustained only smoke and water damage.⁵⁹

The McLamb Building is thought to have played an important role in containing the fire that devastated businesses on the south side of West Roseboro Street on the night of December 14, 1921. The fire started in the building adjoining the McLamb Building on the west, but fire walls

⁵⁹ Kathrine Melvin, "The Roseboro that Was," *Sampson Independent*, December 6, 1978; Katherine Melvin, "Roseboro: Rebuilding after the 1920s Fires," *Sampson Independent*, June 13, 1979.

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and the height of the parapet roofs on the east and west sides of the building prevented the fire from spreading.⁶⁰

Commercial Building, ca. 1925

Contributing Building

109A W. Roseboro Street [SP0785]

The two-story, brick building at 109A West Roseboro Street has a broad stretch of plate-glass windows in steel framing on the first floor of its front (north) façade. A low brick wall supports the shop windows, which stand next to a steel and glass door with transom. A ribbon of fixed windows once ran above the door and shop windows. Vinyl siding topped by broad wood boards now cover the former band of openings. The second floor consists of four window openings holding two-over-two, double-hung, wood sash. The windows have stone or cast stone sills and brick jack arches with dentilled hood moldings. Similar moldings are located below the frieze and corbelled cornice that mark the parapet roof. On the interior, the pressed metal ceiling remains mostly intact, and a wood stair to the second floor is located on the west.

The building was constructed after the December 14, 1921, fire in Roseboro, which destroyed much of the south side of the 100 block of West Roseboro Street. The fire began either in what is now 109A West Roseboro or in 109B, immediately to the west.⁶¹ The 1922 Sanborn Insurance map labels both locations “Ruins of Fire,” but a brick store is in place by the time the 1930 map was published. The current building at 109A West Roseboro Street may have been built out of those ruins by W. Claud Caison, who bought the lot from George W. and Dora Butler and D. A. and Lillie Butler in April 1923.⁶² The Butlers had acquired both the lot and the building that burned from A. J. and Hattie Simmons the day after Christmas in 1919. They had previously rented the building from the Simmonses for their furniture business.⁶³

W. Claud Caison (1875-1950) was born in Sampson County, the oldest of the eight children of Thomas Caison, a farmer, and Mary Lou Underwood Caison. In 1917, he married Nellie Butler of Salemburg. By 1920, the Caisons were living in McDaniels, where Claud worked as a dry goods merchant. The couple eventually had four daughters. Cash for the purchase of the Roseboro properties may have come from the sale of the family farm outside of Parkersburg. Starting in January 1919 and continuing through that September, Caison placed advertisements for the sale of a 560-acre property that featured an eight-room dwelling, five tenant houses, a barn and seven additional outbuildings, and one double garage.⁶⁴ Claud and Nellie moved to Roseboro in the early 1920s and built a brick home on Broad Street in 1926.⁶⁵ At least two of Claud’s brothers – Frederic and Daniel – also went into the mercantile business. Claude Caison died in 1950 and bequeathed his properties to his wife and daughters. In addition to 109A West Roseboro Street, his other

⁶⁰ Kathryn Melvin, “The Roseboro that Was,” *Sampson Independent*, December 6, 1978.

⁶¹ “Roseboro Suffers Great Fire Loss,” *Sampson Independent*, December 22, 1921.

⁶² Deed Book 396, page 186, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

⁶³ Deed Book 341, page 474, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

⁶⁴ Classified Ad, *The Robesonian* (Lumberton, NC), January 9, 1919; Classified Ad, *Smithfield Herald* (Johnson County, N) September 19, 1919.

⁶⁵ “Roseboro Briefs,” *Sampson Independent*, October 14, 1926.

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properties at the time included a building known as the Roseboro Beauty Shop and the Tyson's Grocery Store Building, both on the north side of the street, the family home on Broad Street, and stables located on East Railroad Street.⁶⁶

Commercial Building, ca. 1925

Contributing Building

109B W. Roseboro Street [SP0786]

The first-floor storefront of the two-story, brick building at 109B West Roseboro Street consists of a recessed central doorway flanked by large plate-glass windows and topped by a band of windows divided into three lights by aluminum mullions. A modern metal and glass door fills the doorway, which also has a metal and glass transom. The door casing and the ceiling of the recess are constructed of painted wood. Unpainted wood boards cover the space between the band of windows and the brick façade of the second floor. The second floor consists of four window openings filled with two-over-two, double-hung, wood sash. The windows have stone or cast stone sills and brick jack arches with dentilled hood moldings. Similar dentilled moldings are located below the frieze and corbelled cornice that mark the parapet roof. The façade closely resembles that of 109A West Roseboro Street (SP0785), but there are differences. The building at 109A places its door on the east, rather than in the center of the façade, and the brick of 109B is painted from the hood moldings of the second-floor windows to the sidewalk. Both those differences likely result from alterations over time, but 109B also employs common bond brickwork above the second-floor windows, whereas 109A uses running bond throughout. There is also a difference in the color of the façade brick, suggesting that the two buildings were constructed at different times.

The building was constructed after the December 14, 1921, fire in Roseboro, which destroyed much of the south side of the 100 block of West Roseboro Street. The fire began either in what is now 109A or 109B West Roseboro Street.⁶⁷ Prior to the fire, 109B had housed a movie theater owned by Dr. Oscar E. Underwood, whose office was across the street.⁶⁸ The 1922 Sanborn Insurance map labels both 109A and 109B with the notation, "Ruins of Fire." While a store is located where 109A now stands in the 1930 Sanborn map, the location of 109B is labeled both as "Movies" and "Fire Ruins." The outline of the property, however, is filled with a solid red color, indicating a brick building occupied the property. (On the 1922 Sanborn map only the outline of 109B is colored red.)

George C. Thomas Store, 1922

Contributing Building

109 W. Roseboro Street [SP0784]

The two-story, brick commercial building at 109 West Roseboro Street was built by local merchant George C. Thomas as a general store in 1922. It replaced an earlier two-story building that was destroyed in the fire that took most of the buildings along the south side of Roseboro Street in

⁶⁶ North Carolina, U.S. Wills and Probate Records, 1665-1998, Record of Wills, Vol. 10-11, 1940-1954, available from Ancestry.com.

⁶⁷ "Roseboro Suffers Great Fire Loss," *Sampson Independent*, December 22, 1921.

⁶⁸ *Sampson County MD's, 1736-1957* (Clinton, North Carolina: Commercial Printing Company, 1957), 62.

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December 1921. The building is documented on the 1922 Sanborn map but marked as “from plans” and “to be D. G.” indicating that it would function as a dry goods store. A stone (or cast stone) plaque on the front façade parapet confirms the construction date as 1922. The building is currently unoccupied. It is owned by the Town of Roseboro, which has plans to renovate it into a mixed-use space with retail on the first floor and residential above.

The front (north) façade is constructed of Flemish bond brick with glazed headers. The lower two-thirds of the building face are painted white which obscures much of the brickwork detail. In addition to the glazed headers, the upper (unpainted) part of the façade also features decorative detailing in buff-colored brick. The first-floor level has been modified from the original design. The original plate-glass storefront windows have been replaced, and the original recessed entrance has been removed. Plate-glass windows above a concrete block base have been substituted for the entrance, meaning that the building is not currently accessible from the street. The original masonry base, which features a raised decorative panel and a wood sill, remains in place to either side of the central concrete block infill. A spandrel element with three panes of ribbed glass extends across the storefront windows, and above the spandrel is an exposed steel beam. The second-floor level is divided into four bays. In each bay, plywood paneling fills a window opening. The window openings have arched brick heads and stone (or cast stone) sills. The building has a decorative brick cornice and a parapet roof.

George C. Thomas (1893-1975) was a Lebanese immigrant from Syria who arrived in the United States in 1909.⁶⁹ He became a naturalized citizen and married Rose Khoury in 1914. Thomas acquired the deed to 109 West Roseboro Street in 1919 and opened a general store that sold men’s and women’s clothing, shoes, notions, dry goods, and toys.⁷⁰ He had the store rebuilt following the 1921 fire and remained in business through at least 1926, when he sold the property to W. H. and Lossie Fisher.⁷¹ Advertisements for Thomas’s general store no longer appear in newspapers after December 1926. The 1930 census lists Thomas as residing in Roseboro with his wife and three daughters. By that time, he had retired as a merchant and was working a trucker in the fruit industry. The 1940 census lists Thomas as the proprietor of a cigar shop.⁷²

Commercial Building, ca. 1922

Contributing Building

111 W. Roseboro Street [SP0787]

The one-story, brick commercial building at 111 West Roseboro Street was built circa 1922. The building is documented on the 1922 Sanborn Insurance map of Roseboro but marked as “from plans,” indicating that it was planned or, perhaps, under construction at the time of the survey. The building next door at 109 West Roseboro Street (SP0784) is also shown on the Sanborn map as “from plans,” and a plaque on the front façade of that building gives the construction date as 1922. 111 West Roseboro Street was once part of a 40 by 80-foot lot that it shared with 113 West

⁶⁹ 1920 United States Federal Census, available at [ancestry.com](https://www.ancestry.com).

⁷⁰ Deed Book 423, page 51, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>; Ad, *Dunn Dispatch* (Dunn, NC), December 15, 1922.

⁷¹ Deed Book 423, page 48, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>;

⁷² 1930 United States Federal Census and 1940 United States Federal Census, available at [ancestry.com](https://www.ancestry.com).

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Roseboro Street (SP0788), and it is likely that the two buildings were constructed at the same time. The brick used for the buildings is identical, and their party wall is marked on the exterior by a shared brick pilaster strip.

The building measures 15 feet wide and 80 feet deep and has a flat roof. The storefront on West Roseboro features a recessed entry with wood frame, plate-glass windows to either side, all sheltered under a canvas awning. The walls of the entry are angled rather than perpendicular to the façade. There is a low concrete step in the entry, which features a modern wood door with a glazed panel. Above the door is a narrow transom. The wall surface below the windows is faced with a narrow running bond brick veneer that differs from the rest of the facade. The upper wall of the façade is common bond brick, and there is a simple corbeled brick cornice along the roofline.

F. A. Caison & Co. Building, ca. 1922

Contributing Building

113 W. Roseboro Street [SP0788]

The one-story, brick commercial building at 113 West Roseboro Street was built shortly after a fire in December 1921 that destroyed most of the buildings along the south side of the main commercial block of Roseboro Street. The building is documented on the 1922 Sanborn Insurance map but marked as “from plans,” indicating that it was planned or, perhaps, under construction at the time that the map was surveyed. 109 West Roseboro Street (SP0784) is also shown on the Sanborn map as “from plans,” and a plaque on the front façade of that building gives the construction date as 1922. The building was once part of a 40 by 80-foot lot that it shared with the neighboring building to the east (today 111 West Roseboro Street, SP0787), and it is likely that the two buildings were built at the same time. The brick used to construct the buildings is identical, and their party wall is marked on the exterior by a shared brick pilaster strip. For many years, 113 West Roseboro Street was known as the F. A. Caison & Co. Building. Frederic A. Caison purchased the property in 1911 from A. R. and Ida Harris.⁷³ A faded sign painted on the brick above the building’s back door reads “Caison’s.”⁷⁴

The building measures roughly 20 feet wide and 80 feet deep and has a flat roof. The storefront on Roseboro Street features a recessed central entry with angled plate-glass side walls, a modern glass door, a beadboard ceiling, and a low concrete step. Above the door is a narrow transom that is boarded up with plywood. To either side of the entry are plate-glass windows in wood frames. The entry and windows are all set below a spandrel window divided into eight lights. The upper wall of the front façade is common bond brick, and there is a simple corbeled brick cornice along the roofline. A photograph of the street taken in 1979 shows 113 West Roseboro Street and its neighbor to the west, 115 West Roseboro Street, with the same modern exterior cladding, suggesting that the buildings were consolidated at some point prior. (In 1977, both buildings were acquired by Robert N. Caison, Sr., and the consolidation may have occurred before or at the time

⁷³ Deed Book 200, page 364, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>;

⁷⁴ The building was owned by Frederic A. Caison in the 1920s and 1930s. The family reacquired the property in 1977, when Robert N. Caison, Sr., and wife, Lagray W. Caison, and Robert N. Caison, Jr., and wife April F. Caison purchased the building. It remained in the Caison family until 2007.

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of that joint purchase.) Both façades were restored sometime after 1979, according to photographs taken as part of the state's historic sites survey.

Commercial Building, ca. 1922

Contributing Building

115 W. Roseboro Street [SP0790]

The buildings along the south side of West Roseboro Street between Railroad Street on the east and West Street on the west are located on lot 22 and lot 33 of the original plat of the Town of Roseboro. In 1908, lot 22 was acquired by Ida N. Harris, the wife of Roseboro merchant Avner (or Abner) R. Harris. Harris was the proprietor of the A. R. Harris & Son hardware store, established in 1896.⁷⁵ Shortly after acquiring lot 22 in his wife's name, he subdivided the property but retained three parcels at the west end of the street that he developed in phases. The first parcel was developed circa 1911 when Harris erected a two-story, brick building at what is today 117 West Roseboro Street (SP0476).⁷⁶ He built a second building to the east (115 West Roseboro Street) sometime before December 1921. That month, a fire broke out in Roseboro that destroyed nearly all of the buildings on the south side of Roseboro's main street. Newspapers reported that the two stores of A. R. Harris & Son were among the buildings destroyed, while the "new" Harris store (at what is today 119 West Roseboro), under construction at the time, was spared. It seems that Harris rebuilt the two damaged properties shortly after the fire. They are recorded on the 1922 Sanborn map of Roseboro but marked as "from plans," indicating that they were planned or under construction at the time that the map was surveyed.

An undated historic photograph of 115 West Roseboro Street, possibly from the 1930s, shows it with signage reading "W. J. Watson & Son." Watson's was a department store.⁷⁷ A few years after A. R. Harris's death in 1931, his widow transferred the 115 West Roseboro Street property to their son, Amos S. Harris, Sr. The building remained in the Harris family until 1977, when it was sold to Robert N. Caison, Sr., and his son, Robert, Jr.⁷⁸ That year, Robert Caison, Sr., also acquired the building next door at 113 West Roseboro Street (SP0788). A photograph of the street in 1979 shows both buildings with the same modern exterior cladding, suggesting that the buildings were consolidated around the time of the Caison's purchase, or perhaps before. 115 West Roseboro has since been restored, and its original street façade once again resembles those of its contemporaries at 117 and 119 West Roseboro Street.

115 West Roseboro Street is a two-story, brick commercial building with a parapet roof. It is one of three similar buildings at the west end of the block constructed by the same owner circa 1922. The buildings are excellent examples of the two-part commercial block – a building type that provided for retail space on the ground floor and office space on the upper floor. The façade is laid in Flemish bond with glazed headers. The first-floor storefront seen in the circa 1930s photograph

⁷⁵ "Roseboro is on a boom, two new stores have just opened. Messrs. W. H. & A. R. Harriss, and Messrs. Albertson & Smith, of Kenansville, have opened here." See "Roseboro Notes," *Sampson Democrat*, October 15, 1896.

⁷⁶ On November 26, 1911, the *Wilmington Morning Star* reported that "Mr. A. R. Harris has a nice two-story building erected at a cost of \$4,500." See "A Garden Spot Town," *Wilmington Morning Star*, November 26, 1911.

⁷⁷ Ad, *Sampson Independent*, December 16, 1926.

⁷⁸ Deed Book 915, page 203, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

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featured a recessed entrance with flanking display windows and a glass block transom. The recessed entrance has been eliminated, and today the altered storefront consists of a modern glass door, steel-frame, plate-glass windows, and a plate-glass transom, all flush with the sidewalk. The wall surface below the windows is faced with modern tiles. At the east end of the façade is a secondary entrance. It has a modern glass door, but the original glass-block transom remains intact. The lintel spanning the first-floor openings is faced with cast or sheet metal. The second floor is divided into four bays with a three-over-one, vinyl sash window in each opening. The windows have cast stone sills and decorative lintels composed of alternating cast stone and brick elements. The building has a corbeled brick cornice.

A. R. Harris & Son Hardware (Storage Building), ca. 1922
117 W. Roseboro Street [SP0476]

Contributing Building

The buildings along the south side of the 100 block of West Roseboro Street are located on lot 22 and lot 33 of the original plat of the Town of Roseboro.⁷⁹ In 1908, lot 22 was acquired by Ida N. Harris, the wife of Avner (or Abner) R. Harris, proprietor of the A. R. Harris & Son hardware store.⁸⁰ Shortly after the Harrises acquired lot 22, they subdivided the property but retained three parcels at the west end of the street that were developed in phases. The first parcel was developed circa 1911 when Harris erected a two-story building at what is today 117 West Roseboro Street.⁸¹ He constructed a second building to the east (today 115 West Roseboro Street, SP0790) sometime before December 1921. That month, a fire broke out in Roseboro that destroyed nearly all of the buildings on the south side of Roseboro's main street. Newspapers reported that the two stores of A. R. Harris & Son were among the buildings destroyed, while the "new" Harris store (at what is today 119 West Roseboro, SP0792), under construction at the time, was spared. It seems that Harris rebuilt the two damaged properties shortly after the fire.

A. R. Harris & Son operated out of 117-119 West Roseboro Street for three generations. In 1928, Avner and Ida sold 117 West Roseboro Street to son Abner F. Harris. At the time, the building was used as a storage building for the hardware store, while the corner building at 119 West Roseboro Street served as the retail store.⁸² The next owner was Abner F. Harris's son Haywood. A. R. Harris & Son was the longest operating hardware store in Sampson County when it finally closed in the 1980s.

117 West Roseboro Street is a two-story, brick commercial building with a parapet roof. It is one of three similar buildings at the west end of the block constructed by the same owner circa 1922. The façade is laid in Flemish bond with glazed headers. The first-floor storefront has been altered

⁷⁹ A copy of the plat is recorded in Deed Book 74, page 374, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

⁸⁰ "Roseboro is on a boom, two new stores have just opened. Messrs. W. H. & A. R. Harriss, and Messrs. Albertson & Smith, of Kenansville, have opened here." See "Roseboro Notes," *Sampson Democrat*, October 15, 1896.

⁸¹ On November 26, 1911, the *Wilmington Morning Star* reported that "Mr. A. R. Harris has a nice two-story building erected at a cost of \$4,500." See "A Garden Spot Town," *Wilmington Morning Star*, November 26, 1911.

⁸² Deed Book 442, page 291 and Deed Book 443, page 33, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

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from the original design which featured a recessed entrance with flanking display windows and a glass block transom. The recessed entrance has been eliminated, and today the storefront consists of modern glass double doors and steel-frame, plate-glass windows under a plate-glass transom. The wall surface below the windows is brick veneer, and the lintel spanning the first-floor openings is faced with cast or sheet metal. The second floor is divided into four bays with a one-over-one, vinyl replacement window in each opening. The windows have cast stone sills and decorative lintels composed of alternating cast stone and brick elements. The building has a corbeled brick cornice.

A. R. Harris & Son Hardware (Retail Store), ca. 1922
119 W. Roseboro Street [SP0792]

Contributing Building

The buildings along the south side of West Roseboro Street between Railroad Street on the east and West Street on the west are located on lot 22 and lot 33 of the original plat of the Town of Roseboro. In 1908, lot 22 was acquired by Ida N. Harris, the wife of Roseboro merchant Avner (or Abner) R. Harris. Harris was the proprietor of the A. R. Harris & Son hardware store, established in 1896.⁸³ Shortly after acquiring lot 22 in his wife's name, he subdivided the property but retained three parcels at the west end of the street that he developed in phases. (See 117 West Roseboro Street, SP0476, and 115 West Roseboro Street, SP0790.) Harris was in the process of erecting a building at 119 West Roseboro Street when a fire broke out that destroyed nearly all of the buildings on the south side of the street. Newspapers reported that two stores of A. R. Harris & Son were among the buildings destroyed, while the "new" Harris store (119 West Roseboro), under construction at the time, was spared. The building is labeled as a hardware store on the 1922 Sanborn Insurance map.

A. R. Harris & Son operated out of 117-119 West Roseboro Street for three generations. In 1928, Avner and Ida sold 119 West Roseboro Street to their eldest son, Jessie H. Harris, for \$5,000. At the time, the building was described as a retail store, while the neighboring building at 117 West Roseboro Street, which went to a different son, served as the hardware storage building.⁸⁴ Around 1946, the firm built a brick warehouse on the lot at 103 South West Street (SP0771), across the alley from the retail store. A. R. Harris & Son was the longest operating hardware store in Sampson County when it finally closed in the 1980s. In 1985, the Harris family sold the building, but the deed excluded the stained-glass storefront signage that read "A. R. Harris & Son."⁸⁵

119 West Roseboro Street is a two-story, brick commercial building with a parapet roof. It is one of three similar buildings at the west end of the block constructed by the same owner circa 1922. The front façade is laid in Flemish bond with glazed headers. The first-floor storefront has been altered from the original design, as seen in a historic photograph dated circa 1925, which featured

⁸³ "Roseboro is on a boom, two new stores have just opened. Messrs. W. H. & A. R. Harriss, and Messrs. Albertson & Smith, of Kenansville, have opened here." See "Roseboro Notes," *Sampson Democrat*, October 15, 1896.

⁸⁴ Deed Book 442, page 291, and Deed Book 443, page 33, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

⁸⁵ Deed Book 1029, page 325, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>. Also excluded from the sale was a safe located within the building.

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a recessed entrance with flanking display windows, a glass block transom, and a stained-glass sign, integrated into the transom, with the store's name.⁸⁶ The storefront windows and recessed entrance have been eliminated (or concealed), and lower façade now consists of a double door surrounded by vinyl siding with a boarded up transom above. The lintel spanning the first-floor openings is faced with cast or sheet metal. The second floor is divided into four bays, each with a window opening that has been filled with plywood paneling. (The original windows were one-over-one sash; it is unknown whether they remain below the plywood.) The window openings have cast stone sills and decorative lintels composed of alternating cast stone and brick elements. The building has a corbeled brick cornice.

The west elevation along South West Street is divided into three bays by two-story brick pilasters. Originally, each bay featured two second-floor window openings with sills and lintels similar to the windows on the front façade. At some point prior to 1979, based on a state survey photograph from that year, the window sash were removed from these openings and filled with stretcher bond brick. All of the cast stone and brick lintels and two cast stone sills, however, remain intact. The roofline is embellished with a corbeled brick cornice.

NORTH WEST STREET, EAST SIDE

Lot south of 104 N. West Street (PIN 08010106812) – Vacant Lot

(Former) Post Office, ca. 1955

Contributing Building

104 N. West Street [SP0800]

The one-story brick and concrete block building at 104 North West Street was likely built circa 1955, based on a photograph of that year.⁸⁷ The building does not appear on the 1938 U.S. Department of Agriculture aerial photograph that includes Roseboro, and the basket-weave brickwork on the west façade is similar to that of a building on Railroad Street constructed around 1950. (See 102 SW Railroad Street, SP0775.) By 1964, 104 North West Street functioned as a post office.⁸⁸ As such, it was part of a core of Roseboro public buildings on the block, which included the town hall and the library, both of which were located in the building immediately to the north.

The former Post Office occupies a portion of its 50 by 150-foot lot, measuring 31 feet north to south along North West Street and 75 feet east to west.⁸⁹ The front (west) façade features a bank of six fixed windows in wood frames, which appear to be original based on the 1955 photograph, and a door opening at its far south end. The entrance features a modern paneled door with sidelights and transom lights (now boarded). A metal awning shelters the windows and door. The smooth,

⁸⁶ Old Roseboro, the Town and Its People, Facebook, <https://www.facebook.com/oldroseboronc/photos>.

⁸⁷ Old Roseboro, the Town and Its People, Facebook, <https://www.facebook.com/oldroseboronc/photos>.

⁸⁸ "Development Study & Plan, Roseboro, North Carolina," prepared for the Town of Roseboro by the Roseboro Planning Board, with technical assistance from the North Carolina Department of Conservation and Development, Division of Community Planning, March 1964, after page 41.

⁸⁹ Deed Book, 969, page 796, Map Book 74, page 31, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

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red brick veneer of the west façade is laid with white mortar and features soldier course bricks near the sidewalk below the bank of windows, molded bricks surrounding the windows, entrance, and recessed panel in the wall above the openings, and basket-weave brickwork in the parapet wall, which disguises a flat roof. Half-round ceramic tiles cap the parapet. The south side wall, constructed of painted concrete block, steps down from west to east and has no openings. Two brick chimneys with arched brick caps are located along this wall. The east elevation is also constructed of concrete block (unpainted) and holds a metal-framed, multi-light window. The building shares a party wall with the building to the north (SP0802).

(Former) Town Hall and Library, ca. 1925

Noncontributing Building

N. West Street⁹⁰ [SP0802]

This building was constructed as an automobile repair shop and was probably associated with Underwood Motor Company, which had an auto showroom on NW Railroad Street. O. E. Underwood and C. Dudley Dubose, partners in the company, acquired the property in 1924.⁹¹ The shop was likely built between this date and 1930, when a brick building with a single wire-glass window on the north, east, and south walls, appears in this location on the Sanborn map of that year. The building was later used as the Owen Body Shop, but by 1964 housed the Roseboro Town Hall, the town library, and a storage garage, according to a map published in the 1964 Roseboro Development Plan.⁹²

Today, the former repair shop is a one-story brick shell, partially open to the sky, with three broad openings facing North West Street. It is constructed of reddish orange brick laid in common bond. The front (west) façade includes a large, segmentally arched opening in the center flanked by two flat arched openings. A painted sign for the Owen Body Shop is still visible over the north opening. A panel recessed into the brickwork is set above each of the openings and matches their width. A corbeled cornice tops the parapet above remnants of the flat roof. A square brick chimney emerges from the roof between the center arch and the south opening. Due to the openings on the west façade, the interior is visible from the street. It has a concrete floor (as it did on the 1930 Sanborn map) and metal columns supporting what is left of the roof structure, which is located primarily over the south half of the building. The north wall steps down from west to east and contains two former windows now closed with concrete block. The building shares a party wall with 104 N. West Street (SP0800) to the south.

NORTH WEST STREET, WEST SIDE

Commercial Building, 1950

Noncontributing Building

105 N. West Street [SP0801]

⁹⁰ The 911 address assigned to this property does not include a street number.

⁹¹ Deed Book 460, page 246, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

⁹² "Development Study & Plan, Roseboro, North Carolina," prepared for the Town of Roseboro by the Roseboro Planning Board, with technical assistance from the North Carolina Department of Conservation and Development, Division of Community Planning, March 1964, after page 41.

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The one-and-a-half story, commercial building at 105 North West Street is located on a 0.04-acre lot on the west side of the street. According to Sampson County property records, it was built in 1950. The building is depicted on a map of the Roseboro business district in 1964, and, at that time, it appears to have encompassed two storefronts, with the northern half of the building occupied by a grocery store. The building was extensively remodeled in 1996.⁹³

The building has a rectangular plan under a front-gable roof with boxed eaves. The exterior is clad with vinyl siding, and the roofing is corrugated metal. The front (east) façade is divided into four bays. Each of the center bays features a recessed entrance vestibule. Today, however, only the southern vestibule has a door. The northern vestibule is entirely clad with vinyl siding, enclosing any door opening that may have once existed in that location. The end bays hold plate-glass picture windows with decorative paneled shutters. The door and windows are sheltered by a front gabled porch that spans the entire width of the façade. The gable end walls of the main block and the porch both feature small vents – a circular vent for the main roof and an octagonal vent for the porch. There is a one-story wing attached to the south façade constructed with the same materials as the main block. It features a six-over-six, vinyl sash window. A narrow appendage extends from the south wall of the wing and connects to the building on the adjacent lot at 200 West Roseboro Street (SP0796). This element also features vinyl siding, corrugated metal roofing, and six-over-six, vinyl sash windows on the east wall. The north elevation has a modern door that is covered by a shed roof porch supported on posts.

Lot north of 105 N. West Street (PIN 08014592513) – Vacant Lot

SOUTH WEST STREET, EAST SIDE

(Former) A. R. Harris & Son Hardware Warehouse, ca. 1946
Frame Shed, c. 1922

Contributing Building
Contributing Building

103 S. West Street [SP0771]

The primary resource at 103 South West Street is a one-story, three-bay, brick commercial building built circa 1946. It has a rectangular plan and a barrel vault roof clad with standing-seam metal. The front façade, which faces west, features two modern overhead garage doors in the end bays. In the center bay is a glazed door, sidelights that are the same design as the door, and a three-part transom. Above this modern door and window assembly is a second transom that appears to be original. It consists of eight fixed lights in a wood frame which is covered by a modern awning above the entrance bay. The brick of the front façade is laid in stretcher bond, and the upper wall, which forms a false front, features simple decorative brickwork and a simple brick cornice. The south elevation is also laid in common bond. It has one opening that is filled with corrugated metal paneling. The north elevation, also common bond, has two window openings at its eastern end – one with a steel sash window and one that is filled. At the west end is a door opening that holds a

⁹³ A 1996 survey of the property notes the building was “currently being remodeled.” See Deed Book 1251, page 862, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

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double door, sidelights, and a transom that appears to be original. The transom has a wood frame and multiple lights.

At the back of the lot of 103 South West Street is a frame shed that may date to the early twentieth century. It has a front gable roof and stands on brick piers. The walls and roof are clad with corrugated metal paneling. On the north façade is a modern overhead garage door and a wood pedestrian door (nonoriginal). There are small window openings on the west and south elevations. A narrow wing with a shed roof extends along the east elevation. It has a one-over-one, vinyl sash window.

A survey of this property, prepared in 1957, refers to it as the “A. R. Harris and Sons Warehouse Lots” and depicts three parcels that were consolidated into a single lot measuring 100 by 150 feet. A. R. Harris & Son was a hardware store founded in 1896 and located at 117-119 West Roseboro Street. The survey shows a brick building on the lot measuring 49 by 100 feet. In December 1945, A. R. Harris & Son applied to the town commissioners for a permit to erect a brick warehouse “adjoining present [warehouse] back of store,” suggesting a construction date of circa 1946.⁹⁴ The reference in the building permit to a “present [warehouse] back of store” may refer to the warehouse that is recorded on both the 1922 and 1930 Sanborn Insurance maps located on the lot behind the A. R. Harris & Sons building. It was a one-story frame building with metal cladding. The existing shed may therefore be the old warehouse noted on the Sanborn maps but relocated to its current position. Its foundation materials (brick piers) also suggest that the building was once moved. The warehouse and shed represent the uninterrupted relevance of Roseboro’s downtown to its merchants and service providers as they continued to maintain businesses and build new facilities in the area during the post-World War II era.

WEST PLEASANT STREET, NORTH SIDE

Warehouse, 1962

Contributing Building

Garage, 1950

Contributing Building

W. Pleasant Street⁹⁵ [SP0770]

The primary resource is a 4,800-square-foot, brick warehouse built in 1962, according to county property records.⁹⁶ It has a barrel vault roof clad with asphalt shingles. The front façade faces east toward SW Railroad Street and features two doors. On the south is an overhead garage door (metal), and on the north is an oversized, metal, pedestrian door. There is a steel lintel and brick soldier course across both openings. The south elevation has a garage door at its far west end, and there are four window openings (now closed) in the upper half of the wall. The north elevation has no doors and three window openings (now closed) in the upper wall. The west elevation features a raised alcove that shelters a door opening. The alcove has a concrete floor, and there is a narrow

⁹⁴ Minute Book 2 (December 3, 1934-June 30, 1947), permit and page 209, available at Roseboro Town Hall, 101 W. Pleasant Street.

⁹⁵ The 911 address assigned to this property does not include a street number.

⁹⁶ Sampson County Property Records, 104 W. Pleasant Street (Parcel ID 08015964001), available at <https://sampsonlandrecords.com>.

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set of concrete steps that lead up the opening from ground level. In the center of the west façade is a window opening (now closed).

The warehouse shares the lot with an 875-square-foot, brick garage located along the western edge of the parcel. According to Sampson County property records, it was built in 1950. The walls are common bond, and the roofline is stepped. The front façade, which faces south, is divided into two bays, each with a metal garage door and wood heads and jambs. Steel beams span the openings. The upper part of the façade is adorned with a brick panel and finished with a simple brick cornice. There are no openings on the side elevations. The north elevation has two window openings – one boarded and one holding a broken wood sash. There is evidence in the brickwork that there was once a door opening between the windows; it is now bricked in. There is a steel lintel and brick soldier course across each current and former opening.

In 1924, the proprietors of the Butler Furniture Company (established in 1918) purchased the property, which then measured 150 feet by 50 feet, from O. E. Underwood for \$1,150.⁹⁷ The seller was the owner of Underwood Motor Company, which had a garage (frame construction with metal cladding) on the property at the time, according to Sanborn maps. In 1950, the Butler Furniture Company applied for a building permit to construct a brick and cinderblock (fireproof) warehouse at the corner of SW Railroad Street and Pleasant Street.⁹⁸ The estimated cost of the building was \$10,000. The year of the permit corresponds to construction date of the 875-square-foot garage; however, the description and cost seem to describe the larger warehouse building. Additional information has not been found that would clarify this discrepancy. Today, the primary resource is used as a storage warehouse for the Butler Funeral Home. Both the warehouse and garage represent the uninterrupted relevance of Roseboro's downtown to its merchants and service providers as they continued to maintain businesses and build new facilities in the area during the post-World War II era.

⁹⁷ Deed Book 408, page 388, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

⁹⁸ Town of Roseboro, Minute Book 3 (July 1, 1914-June 18, 1953), permit application for Butler Furniture Co., available at Roseboro Town Hall, 101 W. Pleasant Street.

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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.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

(Enter categories from instructions.)

Commerce

Architecture

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Period of Significance

1897-1967

Significant Dates

1910
1921

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

N. L. Hall
John Love Holland

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Founded as a railroad station settlement in 1889, Roseboro grew to become one of Sampson County's most vital commercial centers. Its diverse array of downtown merchants supplied the county's residents with goods, created an important local sales market, and facilitated the distribution of regional farming and manufacturing products to wider markets. The development of Roseboro's downtown district followed national trends in planning and architecture that are today embodied in a diverse, yet cohesive, built environment. For the period 1897 to 1967, the Downtown Roseboro Historic District is significant under National Register Criterion A in the area of commerce and under National Register Criterion C in the area of architecture. The period of significance begins in 1897, the date of its oldest extant building, and ends in 1967, a year that marks the beginning of the end of Roseboro's history with the railroad, which had long been the primary generator of its downtown commercial activity.

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Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

NATIONAL REGISTER CRITERION A

The Downtown Roseboro Historic District is significant at the local level under National Register Criterion A in the area of commerce for the role it played in the growth and development of Roseboro and Sampson County. From its founding in 1889 as a railroad settlement along the Cape Fear and Yadkin Valley Railway through the post-World War II period, Roseboro was an important commercial hub for the farmers and manufacturers of Sampson County who came to the town to trade, warehouse, and ship their goods. While many railroad settlements in Sampson County remained small or diminished in importance as the twentieth century progressed, Roseboro became one of the county's most important towns, second only to Clinton, the county seat. The private enterprise occurring in Downtown Roseboro was an important generator of the county's development. Its diverse array of merchants supplied county residents with goods, created a local sales market, and facilitated the distribution of regional farming and manufacturing products to wider markets. Commercial enterprises operated by merchants, professionals, and wholesalers in the downtown district contributed to the town's sense of place, and legacy businesses, such as Butler Furniture Company and A. R. Harris & Son Hardware, played an important role in the local economy and community for decades. Roseboro's downtown district is also significant in the area of commerce for fostering two notable firsts – the first pharmacy in Sampson County (Tart and West) and the first hospital (Brewer-Starling Clinic).

HISTORICAL BACKGROUND AND COMMERCIAL CONTEXT

Brief History of Sampson County

White settlers of European descent first arrived in North Carolina's Cape Fear region from South Carolina in the 1720s. The colony's Coastal Plain had vast tracts of longleaf pine, and the new arrivals, who brought with them indentured and enslaved workers, soon established pine plantations for the manufacture of naval stores. Tar and pitch produced on these coastal plantations was shipped in barrels down the Cape Fear River to ports at Brunswick Town (established in 1726) and Wilmington (1739). From there, the materials were exported to England where they were used for the maintenance of British warships and commercial vessels. With the arrival of transatlantic migrants, mainly from Wales and Scotland, beginning in the 1730s, settlement pushed north and west into the Cape Fear backcountry. British speculators such as Henry McCulloh, a London merchant of Irish ancestry, who received large land grants on the Black River in the late 1730s, encouraged inland settlement. Internal migration from Virginia, Maryland, and Pennsylvania to

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the North Carolina Piedmont contributed to the colony's growth, which soared in population from about 35,000 in 1730 to over 200,000 by 1775.⁹⁹

Before the arrival of white settlers, the area that would become Sampson County was Tuscarora Indian hunting territory. By 1730, the land was home to the Coharie people, a Native American tribe believed to have ancestral links to the Neusiok, who inhabited the region south of the Neuse River in present-day Carteret and Craven counties.¹⁰⁰ When Sampson County was formed in 1784, the area was a frontier wilderness with widely scattered white settlers whose way of life depended primarily on forest products.¹⁰¹

The county was located in the middle of the longleaf pine belt which provided a seemingly unlimited supply of raw material used for the manufacture of naval stores. Trees were also harvested for lumber, which was milled for barrel staves and heads, shingles, and other products used both locally and shipped to outside markets. In the middle and northern sections of the county, which had very fertile soils, agriculture was also important, and early crops included corn and wheat.¹⁰² The presence of navigable waterways facilitated trade and transportation for the people living in Sampson County, and small villages developed at river crossings and landings. One of the earliest was Lisbon, which developed in the 1780s at the confluence of Six Runs Creek and the Great Coharie Creek. Communities also developed along trade routes. The village of Owenville (about 1 mile north of present-day Roseboro) was located along the stage road from Fayetteville to Wilmington and also had a nearby river landing on the Little Coharie Creek.¹⁰³ Between 1790 and 1860, the population of Sampson County climbed slowly and inconsistently from 6,065 to 16,624 inhabitants.¹⁰⁴ During this time, the county's enslaved population increased from 33 percent of the total population in 1820 to 45 percent in 1860, an increase brought about in part by rising agricultural and naval stores prosperity.¹⁰⁵

The naval stores industry in North Carolina flourished until the beginning of the Civil War, after which several factors contributed to a slowdown in manufacturing, the proliferation of iron and steel ships chief among them.¹⁰⁶ Farmers continued to grow food crops for subsistence and local markets, but, by the 1880s, a shift toward cash crops – tobacco and cotton – had begun.¹⁰⁷ In

⁹⁹ Joe A. Mobley, *The Way We Lived in North Carolina* (Chapel Hill, NC: University of North Carolina Press, 2003), 61-65, 72.

¹⁰⁰ Clyde Ellis and Charles Reagan Wilson, "Coharies," in *The New Encyclopedia of Southern Culture* (Chapel Hill, NC: University of North Carolina Press, 2007), 129-130.

¹⁰¹ Thomas Butchko, National Register of Historic Places Nomination Form, "Sampson County Multiple Resource Nomination," 1986, Section 7, page 4.

¹⁰² William S. Powell, *North Carolina Through Four Centuries* (Chapel Hill, NC: University of North Carolina Press, 1989), 133-34; Mobley, *The Way We Lived in North Carolina*, 76.

¹⁰³ Kent Wrench, "Death of Owenville and Birth of Roseboro," *Huckleberry Historian* 33, no. 11 (April 2011), 2-3. Owenville disappeared from the map not long after it was bypassed by the railroad in the late nineteenth century.

¹⁰⁴ NC Office of State Budget and Management, Sampson County Census Records, available at <https://www.osbm.nc.gov/>.

¹⁰⁵ Butchko, "Sampson County Multiple Resource Nomination," Section 7, page 5.

¹⁰⁶ Powell, *North Carolina Through Four Centuries*, 136.

¹⁰⁷ Mobley, *The Way We Lived in North Carolina*, 364.

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Sampson County, while turpentine distilleries remained common, agriculture became the way of life for most residents in the second half of the nineteenth century. The arrival in Sampson County of steam-powered riverboats in 1870 and the railroad in the 1880s facilitated this transition by connecting rural planters with new markets and increasing the speed and efficiency by which products were moved. Between 1860 and 1910, Sampson County's cotton crop increased from 759 bales per year to 16,167. Over the same period, the production of tobacco increased from 1,229 pounds per year to 826,000 pounds.¹⁰⁸ The county also ranked high in the state in the production of pork and poultry. Towns such as Roseboro, which was established along the Cape Fear and Yadkin Valley Railroad in 1889, became important centers for trade and commerce, both facilitating and benefitting from the county's bountiful production of agricultural products and livestock. Life for Sampson County's small farmers, both white and black, was difficult, and, as the nineteenth century drew to a close, some chose to leave the countryside for domestic work and factory jobs in urban centers. Although the county's population did not decrease from outmigration in the 1880s and 1890s, its rate of increase slowed.¹⁰⁹

During the opening decades of the twentieth century, Sampson County made rapid advancements in agriculture. One of the most important branches of agricultural work was truck farming. The county lacked large towns or cities, so the ability to successfully transport perishable goods to markets outside the county and outside the state was especially important to its farmers. The shipment of truck crops benefited from advancements in the handling and storing of fruits and vegetables and local investment in improved highways and bridges. State legislation passed in 1921 provided funding for a new highway program, and, by 1924, Sampson County was traversed by paved highways from north to south via Highway 60 and from east to west by Highway 24. Sampson County's farmers grew a wide variety of produce, including sweet corn, beans, peas, peppers, lettuce, cantaloupes, cucumbers, okra, turnips, Irish potatoes, sweet potatoes, cabbage, and berries. Cotton and tobacco remained an important source of revenue, as did livestock.¹¹⁰

As the twentieth century advanced, the state's industrial economy grew. Manufacturing, however, was largely concentrated in the Piedmont region, and while some towns in Sampson County supported cotton mills, lumber mills, fertilizer plants, and other small industries, the county remained largely agricultural. Jobs in manufacturing offered an alternative to farm labor and helped attract new residents to places like Clinton, which saw its population quadruple between 1910 and 1950. Indeed, all across the state during this time, more people were leaving rural areas to make new homes in small towns and cities.

Sampson County's economy remained primarily agricultural through the third quarter of the twentieth century, with farmers offsetting the loss of hand labor through the use of mechanized equipment and improved seeds. In 1977, Sampson County was ranked third in the state in farm

¹⁰⁸ University of North Carolina, *Sampson County: Economic and Social* (Durham, NC: Seeman Printers, 1917), 14.

¹⁰⁹ Mobley, *The Way We Lived in North Carolina*, 371; NC Office of State Budget and Management, Sampson County Census Records, available at <https://www.osbm.nc.gov/>.

¹¹⁰ Eastern Carolina Chamber of Commerce, *Eastern North Carolina Encyclopedia* (Kinston, NC: Eastern Carolina Chamber of Commerce, 1924), 42-43.

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income.¹¹¹ Its chief crops were tobacco, cotton, soybeans, corn, and sweet potatoes. While agriculture remained dominant, manufacturing continued to play an increasingly important role. In the 1950s and 1960s, food products, awnings, furniture, home heating units, electrical components, garments, and airplane parts were some of the products manufactured in Sampson County.¹¹² By the early 1970s, the largest manufacturing employers were the food product, apparel, and machinery industries.¹¹³

History of the Cape Fear and Yadkin Valley Railroad and its Successors

The railroad was the reason for Roseboro's existence, and its significance in the area of commerce is tied to the history of the Cape Fear and Yadkin Valley Railway and its successors. The following section provides a brief overview of the history of the railway to establish a framework for understanding Downtown Roseboro's commercial development.

The Cape Fear and Yadkin Valley Railway, chartered by the General Assembly in 1879, was an ambitious scheme to connect the southern slopes of the Blue Ridge Mountains with the Atlantic coast and thereby "[open] to the markets of the world the rich territory of the Upper Yadkin Valley."¹¹⁴ The railway was a consolidation of the Western Railroad, chartered in 1852, which connected Fayetteville to the coal fields of Egypt (now Cumnock), and the Mt. Airy Railroad, which was built around 1875 to transport copper from mining operations in Ore Knob.¹¹⁵ The Western Division of the Cape Fear and Yadkin Valley Railway (CF&YV) was put into operation first and connected Greensboro to Bennettsville, South Carolina, via Fayetteville by December 1884. The connection to Mt. Airy, near the Virginia state line, was completed in 1888. The Eastern Division, 82 miles from Fayetteville to Wilmington, opened on February 17, 1890.¹¹⁶ At the time, Wilmington was the largest city in North Carolina and one of the most important ports on the South Atlantic coast. Prior to the completion of the CF&YV's eastern branch, goods from Fayetteville were shipped to Wilmington on the Cape Fear River. The railway provided fast and reliable shipment to growers and producers across the state's pine, cotton, and rice belts, giving impetus to manufacturing and agricultural development. Newspapers called it "the savior of the state," a link between the mountains and the sea that promised to help deliver growth and prosperity.¹¹⁷

¹¹¹ Butchko, "Sampson County Multiple Resource Nomination," Section 7, page 1.

¹¹² Ibid., Section 8, page 19

¹¹³ Sampson County Planning Board, *Sampson County Land Development Plan* (Clinton, NC: Sampson County Planning Board, 1972), 6.

¹¹⁴ Julius A. Gray, *Cape Fear and Yadkin Valley Railway: Its Origin, Construction, Connections, and Extensions* (Philadelphia, PA: Allen, Lane & Scott, Printers, 1889), 9.

¹¹⁵ Gray, *Cape Fear and Yadkin Valley Railway*, 10; "North Carolina Railroads – Mount Airy & Ore Knob Railroad," available from carolana.com at https://www.carolana.com/NC/Transportation/railroads/nc_rrs_mt_airy_ore_knob.html.

¹¹⁶ "North Carolina Railroads – Cape Fear & Yadkin Valley Railway," available from carolana.com at https://www.carolana.com/NC/Transportation/railroads/nc_rrs_cape_fear_yadkin_valley_railway_2.html.

¹¹⁷ "C.F. and Y.V. Aroused Hopes of State when it Was Built," *Greensboro Daily News*, January 18, 1925.

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The CF&YV entered Sampson County at Autryville and had stops in Hayne, Roseboro, Hives, Mints, Parkersburg, Garland, Tomahawk, Kerr, and Ivanhoe before entering Pender County.¹¹⁸ New towns developed at some of these stops, Roseboro among them. The railway's aggressive growth placed it under financial strain, and those pressures, combined with the financial depression of 1893, resulted in the company falling into receivership in 1894. After the legal complexities of the foreclosure were settled, the railway was split, with the Southern Railway (later reorganized into the Atlantic and Yadkin Railway) obtaining the Piedmont lines and the Atlantic Coast Line Railroad acquiring the eastern section from Sanford to Wilmington, which ran through Roseboro.¹¹⁹

Through the consolidation of lines, the Atlantic Coast Line Railroad (ACL) grew to become one of the five principal railway systems of the South by the first quarter of the twentieth century.¹²⁰ Headquartered in Wilmington until 1960, the company was profitable throughout most of its history. By 1925, the ACL had double tracked all of its lines in North Carolina, which allowed for increased traffic and improved safety and efficiency.¹²¹ The former CF&YV route through Fayetteville was maintained to the highest standards, offering dependable freight and passenger service on modern equipment. For towns like Roseboro, this meant faster delivery of perishable, locally grown fruits and vegetables, reliable transport of livestock and manufactured products, and increased profits. Passenger service also brought customers to Roseboro's shops and businesses.

In the late 1930s, after recovering from the lean years of the Depression, the ACL introduced new streamlined, diesel-powered trains that offered fast and luxurious service between the northeast and vacation destinations in Florida, adding to its profits. During World War II, a shortage of manpower and heavy demand for military freight and passenger service put pressure on the ACL to redistribute resources. As part of the reallocations, in 1943, the company discontinued its Wilmington to Fayetteville passenger train service, allowing it to transfer railcars and other equipment to routes with greater wartime demand. In lieu of passenger service, the railroad operated "mixed trains" that offered combined freight and passenger service.¹²²

After World War II, American families were eager to embrace the convenience of the automobile, and paved highways made long distance travel safe and convenient. With the rise of the commercial aviation industry, rail travel came to be perceived as unfashionable and inconvenient. By the 1950s, the ACL's revenues were down, and the company was losing market share to its

¹¹⁸ "North Carolina Railroads – Cape Fear & Yadkin Valley Railway," available from carolana.com at https://www.carolana.com/NC/Transportation/railroads/nc_rrs_cape_fear_yadkin_valley_railway_2.html.

¹¹⁹ "Yadkin Valley Railroad – Past and Present," available from wvncrails.org at <https://www.wvncrails.org/yadkin-valley-railroad.html>; "C.F. and Y.V. Aroused Hopes of State When it Was Built," *Greensboro Daily News*, January 18, 1925.

¹²⁰ Howard Dozier, *A History of the Atlantic Coast Line Railroad* (1920; reprint, New York, NY: A. M. Kelley, 1971), 1.

¹²¹ "Coast Line's Double Track Through State is Completed," *Greensboro Daily News*, March 8, 1925.

¹²² "Hearing Closed on ACL Request," *Raleigh News and Observer*, August 21, 1943; "Coast Line Plea Denied by Board," *Wilmington Morning Star*, September 12, 1943; "Train Service Given Approval," *Wilmington Morning Star*, November 11, 1943.

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main competitor, the Seaboard Air Line Railway.¹²³ Across the industry, railroad companies ceased to invest capital in passenger equipment, services, and station facilities. In 1960, the Seaboard and ACL agreed to a merger that took seven years to finalize. The new company was named the Seaboard Coast Line Railroad.¹²⁴

With the passage of the Rail Passenger Service Act in 1970, Congress created Amtrak, a for-profit, intercity passenger rail line that began operations the following May. In assuming the carrier obligations of the private railroads, Amtrak reduced and reorganized the nation's passenger service and phased out unprofitable station stops, including those along the Seaboard Coast Line Railroad. Freight operations along the former CF&YV line in Sampson County eventually ended in the early 1980s.

Roseboro's Beginnings 1889-1909

Although the planned route of the Cape Fear and Yadkin Valley Railway's eastern branch passed near the small town of Owenville, the company chose not to establish a stop there and instead planned a station about 1 mile to the south which it named Roseboro. The town was named in honor of John McAden Rose, Sr. (1815-1895), secretary of the railway company – a man revered within certain circles as one of the most admired railroad officers in the state.¹²⁵

The initial development of Roseboro started in late 1889 and appears to have been directed by two land speculators, W. Underwood and J. M. Sessoms, who are identified as the landowners on a plat map filed at the Sampson County courthouse in November of that year (Historical Figure 1).¹²⁶ The land that was platted for Roseboro was roughly divided between the two men, with Sessoms holding the deeds for the northern portion and Underwood the deeds for the southern. Although the details are uncertain, it seems that as part of the development of the town, Sessoms and Underwood each transferred roughly half of their land to the railroad. The railroad lots were marked on the 1889 plat with the initials "RR."¹²⁷ Sessoms and Underwood began advertising the sale of lots in Roseboro on November 21, 1889. The first advertisement announced, "Lots for Sale at Roseboro, on the C. F. & Y. V. Railroad. Forty valuable lots will be sold at Roseboro on Saturday, the 7th of December, 1889. Terms Cash! This Station is located near Owenville, 21 miles

¹²³ "ACL Income Shows Loss," *Raleigh News and Observer*, December 30, 1949.

¹²⁴ George Kennedy, "Atlantic Coast Line Railroad," 2006, *NCpedia*, available at <https://www.ncpedia.org/atlantic-coast-line-railroad>; "Merger for Railroads," *Raleigh News and Observer*, September 30, 1958.

¹²⁵ "Roseboro," *Raleigh News Observer*, March 9, 1890; "Veteran Railroad Officials," *Raleigh News Observer*, March 20, 1890; "Death of Mr. Jno. M. Rose," *Fayetteville Weekly Observer*, June 20, 1895. There is discrepancy among sources on Roseboro's history regarding the town's eponym, with some stating that it was named after John M. Rose's son, George McNeill Rose (1946-1924), who followed his father into the railroad business and served as chief council for the CF&YV. See Cora Bass, *Sampson County Year Book, 1945-46* (Clinton, NC: Sampson Publishing Co., 1946), 73, and "Owensville [sic] Preceded Roseboro," *Sampson Independent*, August 3, 1978.

¹²⁶ The plat map, which is dated November 5, 1889, is recorded in Deed Book 74, page 374, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

¹²⁷ See Sessoms to North State Improvement Company, Deed Book 74, page 376, dated December 16, 1889, Underwood to North State Improvement Company, Deed Book 74, page 484, dated February 17, 1890, and Underwood to North State Improvement Company, Deed Book 76, page 84, no date, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

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from Fayetteville, and is surrounded by a fine farming section.”¹²⁸ Sessoms and Underwood ran an identical ad every week leading up to the sale.

According to the 1889 plat, the town of Roseboro originally encompassed roughly 40 acres that was divided into a grid with the site of the planned railroad station near its center. The 130-foot-wide railroad right of way passed through the center of town, dividing it into east and west sections.¹²⁹ The blocks closest to the rail line measured 300 feet square and were divided into six lots, each measuring 150 by 100 feet. The outer blocks measured 134 feet by 300 feet and were divided into three lots each. Due to the curved route of the planned rail line and the shape of the town boundaries at the time, several blocks were an irregular size and shape. As marked on the plat, the east-west streets were named North Street, Clinton Street, Roseboro Street, Pleasant Street, and South Street. Only two north-south streets were platted, East Street and West Street, each one block distant from the CF&YV right of way. One of the central blocks, bound by Roseboro Street on the north, East Street on the east, and Pleasant Street on the south, was designated as the “depot lot.”

The train whistle was heard in Roseboro for the first time when the CF&YV made its inaugural trip there on the evening of December 26, 1889.¹³⁰ The North State Improvement Company, which held the contract to build the railroad, continued the work of laying ties and rail along the CF&YV’s eastern branch through the winter and completed the line from Fayetteville to Wilmington, 82 miles, on February 17, 1890.¹³¹ Initially, the railway ran northbound and southbound trains on a single track once a day through Roseboro except on Sundays.¹³²

One of the first buildings constructed in Roseboro was likely the railroad depot. As noted on the 1889 plat, half of the depot lot was owned by Sessoms and half by Underwood. Sessoms sold his portion to the railroad on December 16, 1889, Underwood on February 17, 1890, and it is likely that the construction of the depot happened shortly after the final sale.¹³³ Although records of this building, which was destroyed by a fire in 1896 (see text below), have not been located, many rural depots from this period were simple, unpretentious, frame structures, commonly built to a standardized design. Often freight was handled at one end of the building, passengers in the other. Some depots were made of precut lumber, shipped to their destination on flat cars, and assembled on site.

By early March 1890, the town’s streets had been laid off, stores and houses were going up, and there was a “hotel in contemplation,” prompting one newspaper to declare, perhaps with some

¹²⁸ Advertisement, *The Caucasian* (Clinton, NC), November 21, 1889.

¹²⁹ The right of way consisted of 65 feet to either side of the center line of the main track.

¹³⁰ “All Through the County,” *The Caucasian*, January 2, 1890.

¹³¹ Roland B. Eutsler, “The Cape Fear and Yadkin Valley Railroad,” *North Carolina Historical Review* 2, no. 4 (October 1925), 435.

¹³² CF&YV railway schedule published in *The Caucasian*, April 2, 1891.

¹³³ See deed from W. Underwood to CF&YV recorded in Deed Book 74, page 485, and deed from J. M Sessoms to CF&YV recorded in Deed Book 75, page 375, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

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exaggeration, that Roseboro was “one of the most thriving and ‘booming’ of all the stations on the eastern extension.”¹³⁴ The earliest lots sold by the railroad were generally located along either side of the tracks, both north and south, but primarily north of the depot lot. Lot 48, which occupied a prime location on Roseboro Street across from the depot was purchased by W. A. Mints, who built a hotel (no longer extant) on the property.¹³⁵ Lot 46, at what is today the southeast corner of East Railroad Street and Clinton Street, was purchased by William Judson Fisher on January 21, 1891.¹³⁶ The frame building constructed on this lot around 1897 still stands today and is known as the Fisher Insurance Building (SP0467). Other early businesses included J. M. Sessoms’ hotel, Dr. F. J. Cooper’s drug store, and G. T. McLamb’s general store (all no longer extant).¹³⁷ Merchants like McLamb stocked a cornucopia of goods for their rural customers, from food staples to boots and from shaving razors to notions. General stores were also important locations for socializing and swapping news. In February 1891, Roseboro submitted an application to the General Assembly to incorporate, and a charter was granted that April.¹³⁸ At the time, the town had about 125 inhabitants.¹³⁹

One exception to Roseboro’s railroad-focused early development relates to Lot 68 at the corner of South East Street and South Street. On September 26, 1890, this property at the edge of town was sold to the trustees of the St. Thomas African Methodist Episcopal (AME) Zion Church.¹⁴⁰ Before the formal passage of Jim Crow laws systematically revoked their rights, black North Carolinians spent the decades after the Civil War building communities, churches, schools, colleges, and businesses. The acquisition of land in Roseboro by black church leaders in the area represented their commitment to racial betterment and spiritual strength. Another demonstration of this sentiment took place in July 1891, when a group of Roseboro’s black residents, perhaps associated with the St. Thomas AME Zion Church, placed a newspaper announcement in *The Caucasian* of a community picnic. The event would feature music supplied by a band brought in from Fayetteville and addresses by an illustrious group of speakers that included John Sinclair Leary from Fayetteville, one of North Carolina’s first black lawyers, and Professor George Washington Herring, the founder of the Normal Industrial School and Collegiate Institute in Clinton.¹⁴¹

On the evening of April 12, 1890, Roseboro had its first recorded fire which, in an unfortunate twist, engulfed two properties of the town founders – a store of J. M. Sessoms and the dwelling of W. Underwood. The fire then spread east and destroyed “turpentine timber and fences” for several miles all the way to the Little Coharie Creek.¹⁴² A few years later, in September 1896, a second fire destroyed the railroad depot and warehouse. The town went without a station for five months

¹³⁴ “Roseboro,” *Raleigh News Observer*, March 9, 1890.

¹³⁵ “Roseboro Dots,” *The Caucasian*, January 21, 1892; “Little Coharie,” *The Caucasian*, July 7, 1892.

¹³⁶ Deed Book 83, page 49, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

¹³⁷ Ad for Sessom’s Hotel, *The Caucasian*, May 8, 1890; “Little Coharie,” *The Caucasian*, May 15, 1890.

¹³⁸ “Notice,” *The Caucasian*, February 12, 1891; “Roseboro Dots,” *The Caucasian*, April 23, 1891.

¹³⁹ “Little Coharie,” *The Caucasian*, March 19, 1891.

¹⁴⁰ By 1922, the St. Thomas AME Zion Church had erected a frame church at the corner of Bullard and Douglas streets. The original building has been replaced, but the church remains at this location today.

¹⁴¹ “Roseboro Dots,” *The Caucasian*, July 23, 1891.

¹⁴² “Locals,” *The Caucasian*, April 17, 1890. Sessom’s hotel would also be destroyed by a fire the following April. See “Little Coharie,” *The Caucasian*, April 30, 1891.

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until a group of men led by “Mr. N. L. Hall, supervisor of the [Cape Fear and Yadkin Valley Railway] bridge force” arrived in Roseboro to rebuild the structure, which was completed in early March.¹⁴³ The new depot (SP0465, Contributing Building) was located within the railroad right of way near the northwest corner of the depot lot.¹⁴⁴ A historic photograph indicates that the building was originally constructed with board-and-batten siding, and four-over-four, double-hung sash windows provided light to the station agent’s office, which was located at the south end of the building.¹⁴⁵

Like elsewhere in the county and across the state at the time, the turpentine trade was an important component of Roseboro’s economy. Within two years of its founding, the town had four firms engaged in the business.¹⁴⁶ The last decade of the nineteenth century witnessed the construction of a Baptist church, a millinery, and several general merchandise dealers. In 1896, Avner (or Abner) R. Harris established the A. R. Harris & Son hardware store.¹⁴⁷ While the original location of the original store is unknown, in 1908, Harris and his wife Ida purchased town lot 22 at the southeast corner of West Street and West Roseboro Street. He subdivided the property and retained three parcels at the west end of Roseboro Street that he developed in phases beginning around 1911. A. R. Harris & Son operated out of what is now 117-119 West Roseboro Street for three generations. Although no longer in business, the company’s two-story brick commercial buildings continue to anchor the west end of the downtown district.

By 1902, manufacturing in Roseboro had diversified to include a grist mill and a sawmill. The Troy I. Herring Lumber Company was established in 1909 on North Street west of the railroad tracks.¹⁴⁸ By 1922 it would grow to encompass a sawing and planning mill, dry kiln, shaving vault, and an office.¹⁴⁹ Despite newspaper reports of Roseboro’s progress and the arrival of new businesses, the town’s population grew slowly over its first two decades. In 1910, the population numbered only 173.¹⁵⁰

Progress and Prosperity (1910-45)

Beginning in the second decade of the twentieth century, bolstered by the county’s strong agricultural economy and its access to rail transportation, Roseboro entered into a period of growth that saw its commercial and manufacturing sectors flourish, its building stock expand and

¹⁴³ “State News,” *Wilson Times* (Wilson, NC), September 25, 1896; “Roseboro Notes,” *Sampson Democrat*, February 18, 1897; “Roseboro Notes,” *Sampson Independent*, March 11, 1897.

¹⁴⁴ A copy of the plat is recorded in Deed Book 74, page 374, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

¹⁴⁵ A copy of this photograph hangs in the dining room of the Reedy Mark Restaurant at 201 West Roseboro Street (SP0797).

¹⁴⁶ “Roseboro Dots,” *The Caucasian*, September 24, 1891.

¹⁴⁷ “Roseboro is on a boom, two new stores have just opened. Messrs. W. H. & A. R. Harriss, and Messrs. Albertson & Smith, of Kenansville, have opened here.” See “Roseboro Notes,” *Sampson Democrat*, October 15, 1896.

¹⁴⁸ “Troy I. Herring Lumber Company,” *Sampson Independent*, December 31, 1925.

¹⁴⁹ *1922 Sanborn Fire Insurance Map of Roseboro, Sampson County, NC*, Geography and Map Division, Library of Congress, Washington, DC.

¹⁵⁰ Roseboro Planning Board and North Carolina Division of Planning, *Development Study & Plan, Roseboro, North Carolina* (Roseboro, NC: Planning Board, 1964), 8.

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diversify, and its population multiply. The downtown district grew to support a diverse array of merchants, professionals, and service suppliers that attracted local visitors as well as those from surrounding rural areas and nearby towns. The main street was extended, construction became more substantial, and improved municipal services brought the town into the modern era.

Roseboro's period of progress and prosperity did not get off to an auspicious start when a fire, in the spring of 1910, wiped out a large portion of "the business part of the village."¹⁵¹ Local merchants such as Frederic A. Caison and Algernon "Al" McLamb recovered quickly. Caison built a "handsome brick store house" on the south side of the 100 block of West Roseboro Street in 1911, and he and his older brother, Claud, would go on to develop at least a half a dozen buildings along the same block in the 1910s and 1920s.¹⁵² Another prominent pair of merchants were brothers Al and Henry H. McLamb who started out as cotton buyers in Roseboro in the mid-1890s.¹⁵³ Their father, Minson McLamb had opened one of the town's first general merchandise stores in 1891.¹⁵⁴ In 1913, the brothers acquired a finely-detailed brick commercial building on the south side of the street where they operated a general store. Today, the McLamb Building encompasses 103 West Roseboro Street (SP0803, Contributing Building) and 105-107 West Roseboro (SP0782, Contributing Building).

By 1915, Roseboro's population numbered 600, a substantial increase in inhabitants from the beginning of the decade caused, in part, by growth in the town's commercial, manufacturing, and professional sectors, which brought increased prosperity and jobs. Local businesses by this time included general merchandise stores, grocers, and a variety of specialty shops, including a barber, jeweler, and milliner.¹⁵⁵ Farmers from around the region could come to downtown Roseboro to buy supplies at the hardware store, the farm supply store, or the lumber yard and get tools repaired or horses fitted at the blacksmith shop. The town also had a doctor (Oscar E. Underwood), a druggist (D. W. Tart), and a dentist (T. P. Bullard). Land sales and new construction benefitted from the presence of two real estate agents and a local architect/engineer named Ernest L. Culbreth. Culbreth had his office in one of the commercial buildings on West Roseboro Street and provided surveying and mapping services, as well as blueprints, plans, and specifications.¹⁵⁶

D. W. Tart's drugstore – established in 1909 and later to be known as Tart and West, with the addition of pharmacist W. L. West to the company – was the first pharmacy in Sampson County. Several buildings on both Railroad and Roseboro streets housed the store before it moved into 110 West Roseboro (SP0475, Contributing Building) in 1919. Dr. Oscar E. Underwood (1885-1935) established a medical office in Roseboro around 1913, taking over the practice of Dr. Paul Crumpler. According to local historian Katherine Melvin, Underwood and dentist T. P. Bullard built a two-story brick medical office building immediately west of Tart and West around 1917

¹⁵¹ "A Garden Spot Town," *Wilmington Morning Star*, November 26, 1911.

¹⁵² "Roseboro Notes," *Clinton News Dispatch*, March 16, 1911

¹⁵³ "Roseboro Items," *Sampson Democrat*, September 3, 1896.

¹⁵⁴ "Little Coharie," *The Caucasian*, March 19, 1891.

¹⁵⁵ *North Carolina Yearbook and Business Directory* (Raleigh, NC: Raleigh News and Observer, 1915), 416.

¹⁵⁶ *North Carolina Yearbook and Business Directory*, 416; "Real Estate at Auction," *Sampson Independent*, March 12, 1912; Advertisement for Ernest L. Culbreth, Engineer and Architect, *Sampson Independent*, October 7, 1915.

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(SP0805, Contributing Building). Bullard occupied the second floor, reaching his office by an exterior stair on the east, while Underwood had his office on the first floor.¹⁵⁷

During the opening decades of the twentieth century, banks, savings and loan associations, and other financial institutions multiplied in North Carolina as they did across the nation.¹⁵⁸ The extension of commercial banking to rural areas such as Sampson County played an important role in alleviating farmers' dependence on creditor merchants. For communities like Roseboro, banks promoted economic growth by issuing commercial loans, offering deposit accounts to help businesses weather market fluctuations, and providing important cash management services. Roseboro welcomed its first banking institution in 1909 when the Bank of Roseboro opened its doors with \$19,000 in capital.¹⁵⁹ The bank occupied a one-story, brick building at what is today 108 West Roseboro Street (SP0783, Contributing Building) until 1927 when it was consolidated with the Bank of Coharie (SP0779, Noncontributing Building), located just four doors to the east at the corner of West Roseboro and NW Railroad streets.¹

One of Roseboro's legacy businesses was founded during this period when George "Willie" Butler established the Butler Furniture Company in 1918. The firm's first location was the western section of the McLamb Building at what is now 105-107 West Roseboro Street (SP0782, Contributing Building). In addition to furniture, the store sold stoves, ranges, linoleum, kitchen cabinets, bed frames, mattresses, and other home goods.¹⁶⁰ By 1926, the firm entered into the funerary business, advertising itself as undertakers and funeral directors and offering metal vaults, caskets, and embalming and hearse service.¹⁶¹ Longstanding businesses such as Butler Furniture played an important role in the local economy and in the community and contributed to the downtown district's sense of place.

By the early 1920s, the town limits had expanded to encompass 1 square mile. The commercial core extended down the 100 block of NW Railroad Street, along both the north and south sides of the 100 block of West Roseboro Street, and down half a block of the 200 block of West Roseboro Street. Businesses within these three blocks included furniture stores, an automobile showroom and garage, the post office, two banks, a drug store, a doctor's office, a hardware store, a masonic hall, multiple grocery and dry goods stores, a bicycle shop, a millinery, a barber, and other businesses.¹⁶²

¹⁵⁷ Kathleen Mathews Carter and Sampson County Medical Society Auxiliary, *Sampson County MD's, 1736-1957* (Clinton, NC: Commercial Printing Company, 1957), 62; Katherine Melvin, "Roseboro: Rebuilding after the 1920s Fires," *Sampson Independent*, June 13, 1979.

¹⁵⁸ Mobley, *The Way We Lived in North Carolina*, 507.

¹⁵⁹ "Bank at Roseboro," *Wilmington Morning Star*, September 23, 1909. The officers were Matt J. Heyer of Wilmington (president), A. E. Underwood of Earnest (first vice president), A. M. Hall of Roseboro (second vice president), and C. Dudley DuBose of Darlington (cashier).

¹⁶⁰ "History and Progress of the Town of Roseboro," *Sampson Independent*, December 31, 1925.

¹⁶¹ Butler Furniture Company ad, *Sampson Independent*, May 27, 1926. The Butler Funeral Home still exists today and has two locations – in Roseboro and Stedman.

¹⁶² *1922 Sanborn Fire Insurance Map of Roseboro, Sampson County, NC*, Geography and Map Division, Library of Congress, Washington, DC.

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The year 1921 was a challenging one for the residents and business community of Roseboro. That May, a severe storm, described in one paper as a tornado, passed through Sampson County and caused one death and great destruction of property in Roseboro. The force of the storm struck the business section but did the most damage in the southern part of town where it impacted the brick school building on West Pleasant Street and destroyed the Howard-Turlington ginnery, a lumber company plant, and numerous African American houses before leaving town to a northeastward direction.¹⁶³ The second disaster of the year occurred on the night of Thursday, December 14, 1921, when Roseboro suffered a devastating fire that destroyed seven commercial buildings on the south side of the 100 block of West Roseboro Street. All that remained after the fire was the J. M. Starling Building (SP0780, Contributing Building) on the east corner, the McLamb Building (SP0803, Contributing Building, and SP0782, Contributing Building) next door to the west, and the two-story retail building of the A. R. Harris & Son hardware store (SP0792, Contributing Building), which was under construction at the time at the far west end of the block.¹⁶⁴

Once again Roseboro's merchants were quick to recover from the conflagration, and the years that followed witnessed a series of private and public renewal and infrastructure projects that fostered business development and improved the daily life of Roseboro's citizens. Starting in 1922, the south side of West Roseboro Street became a bustling construction zone as at least six new brick commercial buildings were erected to replace those that had been lost. Another project of consequence was the renewal of the train depot, which was remodeled by the ACL in September 1924. Empty lots within the downtown district were developed, many with auto sales and service businesses. O. E. Underwood and C. Dudley Dubose, partners in the Underwood Motor Company, one of the first automobile dealerships in the county, acquired a lot on North West Street where they built a one-story, brick auto repair shop (SP0802, Contributing Building).¹⁶⁵ The Underwood Motor Company was Roseboro's authorized Ford, Lincoln and Forson dealer, and their showroom (no longer extant) was located on NW Railroad Street.¹⁶⁶

Across the United States, Progressive Era investment in roads, sewers, and other essential services had transformed society's expectations for urban and suburban living, and Roseboro's growing populace, which numbered nearly 750 by 1920, desired healthy, modern living conditions. In October 1924, the town voted to issue \$85,000 in bonds for the purpose of installing a municipal water and sewerage system, and in February 1925, Roseboro contracted with the Carolina Power and Light Company to install a new electric lighting system.¹⁶⁷ The same year, municipal funds were used for an addition to the white school and improvements to the black school. The town organized a volunteer fire department and periodically extended its fire limits. It was unlawful to erect any building of wood within the fire limits or to repair any building of wood without first

¹⁶³ "Sampson Storm Swept," *Sampson Democrat*, May 19, 1921; "Severe Storm in Eastern Carolina Yesterday," *Wilson Times* (Wilson, NC), May 20, 1921.

¹⁶⁴ "Roseboro Suffers Great Fire Loss," *Sampson Democrat*, December 22, 1921.

¹⁶⁵ Deed Book 460, page 246, Sampson County Register of Deeds, available at <https://www.sampsonrod.org/>.

¹⁶⁶ "Underwood Motor Company," *Sampson Independent*, December 31, 1925.

¹⁶⁷ "Roseboro to Have Water and Sewerage," *Sampson Independent*, October 23, 1924; "Premium Paid for Roseboro Bonds," *Sampson Independent*, February 5, 1925.

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obtaining written consent from the town.¹⁶⁸ An article published in the *Sampson Independent* in May 1926 boasted, “Roseboro, in the past year, has made the greatest substantial progress registered in the state...In a few months the town has grown from a struggling country village to an energetic community of well diversified interests, with all modern necessities.”¹⁶⁹

For many years, newspapers were riddled with articles about auto accidents in Roseboro. To help remedy the issue, the town installed two “traffic diverters” on Roseboro Street in 1926. One was located at the intersection of the railroad tracks and Roseboro Street and the other one block away at the point where Roseboro Street met East Street.¹⁷⁰ Roseboro Street was paved around 1928, and in 1930 the town commissioners passed an ordinance requiring all awnings and signs to be installed at a height of 7 feet from the sidewalks.¹⁷¹ These streetscape improvements had the benefit of making trips to downtown Roseboro safe, clean, and convenient for shoppers and improving the working environment for shop owners, and they highlight the early efforts of the town to maintain a successful downtown district.

The organization of a chamber of commerce and a board of trade in 1925 were important milestones for the Roseboro business community.¹⁷² Led by Dr. Oscar E. Underwood, the chamber of commerce organized “trade days,” sponsored newspaper advertisements, and lobbied for issues important to its membership, such as the handling of cotton on the ACL and state highway construction. In December 1925, the *Sampson Independent* published a special section devoted to Roseboro under the headline, “Roseboro Rapidly Forging to Front, Is One of the ‘Biggest Little Towns’ in North Carolina.” Articles highlighted local businesses, local church life, the school system, and agricultural development around Roseboro.

Across the county, growers were using improved farming methods that significantly increased local crop production. Regional growers made daily truck shipments from Roseboro of fruits and vegetables such as corn, green peppers, huckleberries, cucumbers, butter beans, lima beans, and eggplant, and poultry farmers shipped thousands of pounds of poultry per day.¹⁷³ Cotton and tobacco remained important cash crops, although their cultivation and harvesting continued to be done by hand. Local industry received an important boost in 1926, when the Roseboro Cotton Mill started production. “For the first time in its history, Sampson County now may be found among the counties of the state that have real industrial plants, other than saw mills,” read an announcement of its opening.¹⁷⁴ As furniture making emerged as a major industry in North Carolina, it stimulated related manufacturing of paint, springs, cotton batting, and other parts and supplies. The Denny Veneer Company in Roseboro, established in 1926, manufactured veneer,

¹⁶⁸ Town of Roseboro, Minute Book 2 (1934-1947), np, 224-25, available at Roseboro Town Hall.

¹⁶⁹ “Roseboro Leads State in Growth,” *Sampson Independent*, May 13, 1926.

¹⁷⁰ “Roseboro News Letter,” *Sampson Independent*, December 2, 1926.

¹⁷¹ Town of Roseboro, Minute Book 1 (1913-1934), 105, available at Roseboro Town Hall.

¹⁷² “Roseboro Civic Body Organizes,” *Sampson Independent*, April 30, 1925; “Roseboro Forms Board of Trade,” *Sampson Independent*, May 7, 1925.

¹⁷³ “Records Broken for Daily Truck Leaving Clinton,” *Sampson Independent*, July 12, 1928; “Sampson Leads in Fowl Shipments,” *Sampson Independent*, June 21, 1928.

¹⁷⁴ “Roseboro Cotton Mill, First for County, At Work,” *Sampson Independent*, December 2, 1926. The 35-acre mill property was located 1 mile south of downtown on an extension of West Street.

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plywood, and glue for the fine furniture industry. The Hill Spinning Company, established the same year, produced high grade cotton yarns used in weaving, knitting, cotton rug, and upholstery materials. For many years, it was the only mill of its kind in the county.¹⁷⁵ Clays suitable for brick manufacturing could be found near Roseboro, and two brick plants opened there during the interwar years.

Businesses within Roseboro's downtown district, as well as local industries and manufacturing plants, continued to rely on the railroad for the delivery of supplies, distribution of goods, and the movement of customers and employees, while cars and trucks began to take a larger role. During the late 1920s, local commercial activity benefitted from improvements in rail transportation and by new and upgraded local and regional roads. By 1925, the ACL had significantly increased its capacity by double tracking all of its lines in North Carolina and continued to provide regular freight and passenger service. Not long after, Highway 24 opened between Roseboro and the Duplin County line. In 1928, to the great satisfaction of Roseboro's downtown merchants, Roseboro Street was paved, and East Railroad Street was extended to intersect with Highway 24 "for the purpose of making a street entrance from [the] Highway to [the] business section of Town."¹⁷⁶

The Roseboro Board of Trade was represented by at least one minority-owned entrepreneur, Miss Rosa Giles, whose millinery and women's wear shop was located on West Roseboro Street.¹⁷⁷ She advertised, "If you desire a suit, dress, sweater, sport suit or evening frock, as well as a new hat of splendid design and style, Miss Giles can readily supply your wants."¹⁷⁸ Segregation and racial discrimination dominated southern society in the Jim Crow era, and while Roseboro's chamber of commerce and board of trade had no known African American members, its black citizens owned businesses and contributed to the success of its industries. One self-employed black business owner in the 1920s was Reniel (or Reynold) G. Culbreth, who operated a blacksmith shop (no longer extant) on lot 22 facing South West Street.¹⁷⁹ Many of Roseboro's black residents worked as farm laborers or at the local mills. Walker Devane (b. 1892) was a fireman for the Williams-McKethan Lumber plant. Rev. T. H. Herring and his wife, Selena, a cook, lived on East Roseboro Street. A number of Roseboro's African American residents during this period lived in the Bullard Street area northwest of downtown. By 1930, the segregated school and three black churches were also located in this neighborhood.¹⁸⁰

The stock market crash of 1929 and the national economic depression that followed brought a halt to Roseboro's commercial and industrial growth. Statewide, the market collapse cut farm income

¹⁷⁵ Bass, *Sampson County Year Book, 1945-46*, 73-77.

¹⁷⁶ Town of Roseboro, *Minute Book 1 (1913-1934)*, 19-20, 32, available at Roseboro Town Hall.

¹⁷⁷ The 1922 Sanborn Insurance map shows a millinery in the western portion of the former Coharie Bank building at 100 West Roseboro Street. This may have been the location of Miss Rosa Giles' shop.

¹⁷⁸ "Miss Rosa Giles," *Sampson Independent*, May 29, 1924.

¹⁷⁹ A blacksmith shop appears in this location on the 1930 Sanborn map, and reference to Culbreth's shop being in this location can be found in the Town Meeting Minutes dated August 27, 1946. See Town of Roseboro, *Minute Book 2 (1934-1947)*, 224, available at Roseboro Town Hall.

¹⁸⁰ *1930 Sanborn Fire Insurance Map of Roseboro, Sampson County, NC*, Geography and Map Division, Library of Congress, Washington, DC.

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by 60 percent.¹⁸¹ Many Sampson County farmers defaulted on mortgages or were forced out of business. Demand for consumer goods decreased, and Roseboro's merchants suffered. Construction within Roseboro slowed to a near halt. In the downtown district, only one commercial building – 109B West Roseboro Street (SP0786, Contributing Building) – is believed to date from the Depression era. The lot was acquired by brothers and furniture store owners George W. and D. A. Butler in 1931 and had a building on it by 1938.¹⁸² Although it was located outside of the downtown district, a community building on NE Railroad Street was built by the Works Progress Administration during this time. The community building was used as a meeting place for civic and social clubs for over forty years and served as the town's first library.¹⁸³ While banks closed in many small rural communities, Roseboro's Coharie Bank, established in 1916 and consolidated with the older Bank of Roseboro in 1927, survived the crash. In 1939, the bank would be absorbed by First Citizens Bank and Trust Company.

Federal New Deal measures brought about a slow recovery, and, by 1937, according to historian Joe A. Mobley, nearly all indexes of business activity in North Carolina – including bank deposits, retail trade, construction contracts, and freight revenues – showed substantial gains.¹⁸⁴ That year, the townspeople of Roseboro were given more reason to be optimistic when Dr. J. Street Brewer (1895-1976) opened there the first hospital in Sampson County. The facility, known as the Brewer-Starling Clinic (SP0799, Contributing Building), had an x-ray room, a laboratory, an operating room, and eight beds.¹⁸⁵ Patients came from miles around to seek treatment. During a time of high maternal and infant mortality, its obstetrics practice provided an invaluable service to the community. The building's location on the 200 block of West Roseboro Street reinforced the main street's importance to the town.

The United States' entrance into World War II compelled young men from all parts of the Sampson County to leave farms and manufacturing jobs and take up arms. Wartime labor shortages forced many farmers to buy tractors and other machinery, purchases that they might otherwise have put off. As the war effort built up, more than a dozen military bases were established across the state to receive, process, and train soldiers. To help provide better transport service for soldiers, the ACL, in 1943, discontinued passenger service on the Wilmington-Fayetteville line in order to transfer its equipment to the Wilmington-Rocky Mount line, where passenger trains were in greater demand. In lieu of passenger service, the railroad operated "mixed train" service – combined freight and passenger – on the Wilmington-Fayetteville line. Despite appeals by residents of areas serviced by the ACL, the passenger train era in Roseboro had come to an end.¹⁸⁶

¹⁸¹ Mobley, *The Way We Lived in North Carolina*, 485.

¹⁸² Deed Book 454, page 160, Sampson County Register of Deeds, available at <https://www.sampsonrod.org/>.

¹⁸³ Katherine Melvin, "History of Roseboro's Town Library and Community Building," copy available at the Sampson County Public Library, Clinton, NC.

¹⁸⁴ Mobley, *The Way We Lived in North Carolina*, 510.

¹⁸⁵ Author interview with Street Brewer, Jr., December 3, 2024.

¹⁸⁶ "Hearing Closed on ACL Request," *Raleigh News and Observer*, August 21, 1943; "Train Service Given Approval," *Wilmington Morning Star*, Nov. 11, 1943.

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Postwar Resilience (1946-67)

Sustained by the economic security derived from strong industrial and commercial sectors, a spirit of optimism characterized the postwar period in Roseboro. The late 1940s witnessed another boom, as the town's population continued to grow, due largely to an influx of African American residents and retirees, the downtown thrived, and local manufacturing supported a solid middle class. "If you are looking for industry, progress and community spirit," read an article in *State* magazine published in 1950, "there is enough in Roseboro for many times the population of the town."¹⁸⁷

In the immediate postwar years, the Town Commissioners passed several important planning and zoning ordinances aimed at protecting public safety, safeguarding property values, and controlling land use, which had a beneficial impact on the downtown district. Beginning in May 1945, property owners were required to obtain a building permit for new construction, and the following year, the town created a Zoning Commission consisting of five members each serving a two-year term. The need for a zoning commission arose when a local business owner sought a permit to build a livery sales stable on the west side of West Street between Roseboro and Pleasant streets. In response, a group of citizens petitioned the town to reject the application on the grounds that the livery stable would produce unwholesome odors and health risks. The petition also requested the prohibition of "stables, hog, mule, horse or cow pens or commercial fowl pens" within the center of town. The permit was ultimately denied, and it became unlawful to erect or utilize a structure for the commercial housing of livestock within the block bound by Pleasant, Church, West, and Roseboro streets.¹⁸⁸

One of Roseboro's first building permits was granted to A. R. Harris & Son, the hardware store, to build a brick warehouse on South West Street behind its retail location on Roseboro Street.¹⁸⁹ Previously, A. R. Harris & Son had relied on a one-story frame building with metal cladding for its storage needs. The new building (SP0771, Contributing Building), erected circa 1946, would provide more space, and its brick construction offered greater fire resistance. Its construction would have been considered a much-needed improvement to the alley area behind main street.

Across the country, private auto ownership was on the rise, and passenger service on many rail lines was being phased out. The result was more and more consumers making their way to downtown Roseboro by car. At certain hours, the streets were clogged with commercial vehicles making deliveries and pick-ups. To address the town's traffic problems and create a safe downtown retail experience, the town commissioners amended its parking ordinance in 1948 to extend the prohibition of trucks and automobiles with trailers from loading and unloading goods from the portions of West Railroad Street and West Street between Pleasant and Clinton streets. The mayor also made a personal plea to the town's merchants requesting that they park in the rear of their places of business to enable customers to find street parking.¹⁹⁰ Automobile and pedestrian safety in relation to the railroad was also a concern for town officials who passed an ordinance, in June

¹⁸⁷ Billy Carmichael III, "Hustling Roseboro," *The State* 18, no. 2 (June 10, 1950), 6.

¹⁸⁸ Town of Roseboro, Minute Book 2 (1934-1947), np, 224, 225, available at Roseboro Town Hall.

¹⁸⁹ Town of Roseboro, Minute Book 2 (1934-1947), permit and page 209, available at Roseboro Town Hall.

¹⁹⁰ Town of Roseboro, Meeting Book 3 (1947-1953), 38 and letter, available at Roseboro Town Hall.

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1952, to limit the speed of trains passing through Roseboro to 35 miles per hour.¹⁹¹ These measures demonstrate the continued efforts by the town through the postwar period to maintain the safety and convenience of the downtown district.

By 1950, the Atlantic Coast Line Railroad depot had fallen into a state of disrepair and had become a fire hazard. The mayor considered it “Roseboro’s leading eyesore.”¹⁹² In April of that year, town commissioners met with an ACL agent to discuss ways to resolve the issue. In the interest of fire protection and prevention, town officials initially rejected the railroad’s proposal to repair and relocate the depot.¹⁹³ An agreement was reached, however, in July 1951, and soon after, the building was relocated roughly 80 feet to the south to abut the north end of the old freight shed. Although the specifics of the renovation aren’t clear from town records, exterior work at the time seems to have involved replacing the early wood siding with asbestos shingle siding and installing asbestos felt roofing. Interior changes likely included moving the office and waiting rooms to the side of the station facing Roseboro Street, adding restrooms, and installing new floors and fluorescent lights.¹⁹⁴

In the early 1960s, Roseboro’s business section was tightly packed with a variety of stores and was much larger and more complete than its population of 1,354 would indicate.¹⁹⁵ Since they had been built out in the preceding decades, there was little new construction on the three blocks that comprised the core of business district during this time (100 block of NW Railroad Street, north and south sides of the 100 block of West Roseboro Street), and new construction in the downtown area took place mainly in its periphery. By 1964, Roseboro had located its post office to a one-story brick and concrete block building at 104 North West Street (SP0800, Contributing Building) and its town hall and library to the large, one-story, brick building immediately north (SP0802, Noncontributing Building). The latter had been originally constructed circa 1924-30 as an automobile repair shop. By locating the town hall, library, and post office on the 100 block of North West Street, the town recognized and demonstrated a commitment to the area’s status as an attractive and flourishing town center and the heart of Roseboro.

In 1964, under Mayor Dr. A. D. Underwood, the Roseboro Planning Board prepared a Development Study and Plan that covered the town (1 square mile or 640 acres) plus a fringe area of 1,825 acres where development had expanded beyond the corporate limits. The plan defined a central business district bound by East Street on the east, Clinton Street on the north, Church Street on the west, and Pleasant Street on the south. At the time, land use in the central business district included mainly retail trade, consumer services, professional services, and business services. Roseboro’s wholesale trade was mainly found along the ACL railroad outside of the central business district. The plan noted that Roseboro attracted workers from all sections of the western part of Sampson County and served as a shopping destination for the surrounding area and for residents in extreme southeastern Cumberland County and northeastern Bladen County as well. In

¹⁹¹ Town of Roseboro, Minute Book 3 (1947-1953), 115, available at Roseboro Town Hall.

¹⁹² Carmichael, “Hustling Roseboro,” 7.

¹⁹³ Town of Roseboro, Minute Book 3 (1947-1953), 76, available at Roseboro Town Hall.

¹⁹⁴ Town of Roseboro, Minute Book 3 (1947-1953), 87, 101, available at Roseboro Town Hall.

¹⁹⁵ “Towns, Villages and Hamlets,” *The State* 28, no. 23 (April 15, 1961), 19-20.

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an effort to promote and preserve the central business district as the primary business section of the community, the study recommended that all future retail, service, and professional trade should be guided to locate there and that a separate plan be undertaken to guide its future development. Roseboro Street was the town's major thoroughfare, and the study also recommended redirecting Highway 242, which followed East Street, Roseboro Street, and Owens Street from north to south, respectively, to use Clinton Street instead of Roseboro Street. This would separate "Saturday shopping traffic" from the "beach traffic" in the summer.¹⁹⁶

Sparked by unprecedented wartime demands, North Carolina industry entered into a period of rapid expansion. While Sampson County remained largely agricultural, manufacturing in Roseboro reflected the larger growth trend. By 1957, the town had three large brick manufacturing plants, the only ones in the county, which had a total capacity of 120,000 bricks. Between the Sampson Brick Company, Crumpler Brick & Tile, and the Patterson Brick Company, there were a total of seventeen kilns that produced common brick, face brick, and drain tile and shipped all over the state.¹⁹⁷ The town's other enterprises included a spinning company, dress factory, plywood company, milling company, and two feed mills. There was also a cotton gin and a pulpwood yard.¹⁹⁸ In 1965, the town had six manufacturing plants that employed 430 workers.¹⁹⁹

The Atlantic Coast Line Railroad saw its profits decline in the late 1950s and implemented cost cutting measures that included closing branch lines and making minimal investment in rolling stock. By 1964, the ACL had reduced operations to Roseboro to twice daily freight trains on a single track, and there was no passenger service.²⁰⁰ The railroad was no longer Roseboro's major means of transportation. It had been replaced by a network of state highway routes. The ACL merged with the Seaboard Air Line Railroad to form the Seaboard Coast Line Railroad in 1967, marking the beginning of the end of Roseboro's long history with the railroad and ending the period of significance.

Recent Past (1968-current)

Downtown Roseboro experienced a period of slow decline during the late twentieth century as railroad service came to a stop and the era of small community stores came to end. Across the state, small towns withered as major cities grew.

Two significant projects impacting the downtown district in the late 1960s and 1970s were the relocation of the Town Hall and the development of the George McNeil Rose Memorial Park (now known as the Roseboro Town Park). In 1968, construction began on a new Town Hall/Municipal

¹⁹⁶ Roseboro Planning Board, *Development Study & Plan, Roseboro, North Carolina* (Roseboro, NC: The Board, 1964).

¹⁹⁷ Cora Bass, *Sampson County Yearbook 1956-1957* (Clinton, NC: Bass Publishing Co, 1957), 86.

¹⁹⁸ "Towns, Villages and Hamlets," *The State* 28, no. 23 (April 15, 1961), 19-20.

¹⁹⁹ North Carolina Department of Conservation and Development, "Community Data Sheet, Roseboro, North Carolina," 1965, North Carolina Collection Clipping File through 1975, Wilson Library, University of North Carolina, Chapel Hill.

²⁰⁰ David Salter, "Remembering the Atlantic Coast Line Railroad," *Classic Trains* (2019), available online at <https://www.trains.com/ctr/>; Roseboro Planning Board, *Development Study & Plan, Roseboro, North Carolina* (Roseboro, NC: The Board, 1964).

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Building located on West Pleasant Street. The building, dedicated on May 18, 1969, also included a large room for the town library. While providing much-needed modern municipal facilities, the move shifted the town's municipal functions out of the downtown district. The post office would also eventually be relocated, around 1990, from West Street to the 200 block of West Pleasant Street.

In 1979, as part of the development of the Roseboro Town Park, the railroad depot was relocated once again. Planning for town's acquisition of the depot and the depot lot began as early as 1976, when the town commissioners passed a motion to contact the owner at the time, the Seaboard Coast Line Railroad, about their purchase.²⁰¹ The final agreement, in 1978, involved the town buying half of the lot (1.03 acres) for \$22,200, and the railroad donating the remaining 1.03 acres and the depot on condition that the building would be moved out of the railroad right of way.²⁰² The town received state and federal funding to move the building and develop the park, which included athletic fields, a picnic area, and a playground. The contract was awarded to the Honeycutt Construction Company of Clinton. As part of moving the depot, the train platform that wrapped around a portion of the building was removed and the interior was upgraded.²⁰³ While the relocation moved the depot from the right-of-way, it returned it to a location along East Roseboro Street, to the east of its original footings.

The same year as the depot relocation, downtown Roseboro was documented as part of the North Carolina Division of Archives and History survey program. At the time, four or five buildings on the south side of West Roseboro Street had been updated with modern surface cladding that entirely covered their original façades. Some buildings, like 103 West Roseboro Street (SP0803), retained their original storefronts, others had been updated with brick veneer and permanent awnings.²⁰⁴ The modernizations represented ongoing efforts by storeowners to attract customers and postpone obsolescence. The town supported local businessowners by carrying out sidewalk repair and improvement projects (circa 1975-77) and installing new street signs (1978).²⁰⁵ Since 1979, some of the buildings that had been given false fronts have been restored. Other buildings, however, were so extensively renovated that their original features are no longer distinguishable.

Between 1960 and 1980, the population of Roseboro declined from 1,354 inhabitants to 1,227. In the late 1980s, the town's major manufacturers included Boren Clay Products (brick), Crumpler Plastic Pipe, Denny Plywood Company, Dubose Steet (steel strapping), Plastic Tubing (drain tile), Roseboro Manufacturing Company (clothing), and Little Cotton Manufacturing Company (cotton

²⁰¹ Town of Roseboro, Minute Book 8A (December 9, 1975-December 14, 1982), 10, available at Roseboro Town Hall.

²⁰² Deed Book 949, page 588 and Deed Book 949, page 591, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

²⁰³ Jim Parker, "Roseboro," [*Sampson Independent?*], February 29, 1980; Jim Parker, "'78: Steady Progress in Roseboro," *Sampson Independent*, no date. Copies of these newspaper articles are saved in a scrapbook available at the Town Museum in the Roseboro Town Hall.

²⁰⁴ Thomas Butchko, Historic Sites Survey Form: Downtown Roseboro (SP0473), July 1979, available from the North Carolina State Historic Preservation Office, Division of Archives and History, Raleigh, NC.

²⁰⁵ Town of Roseboro, Minute Book 8A (December 9, 1975-December 14, 1982), 10, 75-76, 143-144, available at Roseboro Town Hall.

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yarn), which provided jobs to a little over 500 employees.²⁰⁶ The town experienced a brief bump in population in 1990 but has been declining since then.

A notable downtown improvement project of the recent past has been the opening of the Roseboro segment of North Carolina's Mountains-to-Sea Trail, a hiking trail that traverses the state from the Great Smoky Mountains to the Outer Banks. The Roseboro project involved converting a portion of the former railbed into a landscaped median that features a serpentine brick pathway, a double row of Savannah Holly trees, picnic tables, and public art. Roseboro is located along Segment 12 of the trail, which currently covers a distance of 65.7 miles. Another recent project intended to bring local and out of town visitors back to downtown Roseboro has been the development of the Roseboro Common at 103 NW Railroad Street, across from the trail path. The town hosts a concert series at the Commons, which features a bandstand, lawn, and picnic tables.

NATIONAL REGISTER CRITERION C

The Downtown Roseboro Historic District is significant at the local level under National Register Criterion C in the area of architecture for its notable collection of late nineteenth- and twentieth-century commercial buildings. From the former Fisher Insurance Building, an early frame mercantile store, of which few examples exist in Sampson County, to the post-World War II-era Bryan Motor Company building, Roseboro's downtown encompasses a range of building types and forms that reflect major national trends in commercial architecture. Within the core of the district, along West Roseboro Street, the repetitive utilization of brick construction, glazed storefronts, and simple masonry decorative motifs reflects the relatively brief period of intense development that characterized Roseboro's commercial growth during the opening decades of the twentieth century. While most of the commercial buildings built in small towns across Sampson County at the time were laid in American bond, Roseboro has good examples of Flemish bond construction that used glazed headers for heightened architectural interest. Although many of the buildings within Roseboro's commercial core are not individually distinctive, their collective image has played a central role in defining the town's identity.

ARCHITECTURAL CONTEXT

Roseboro's downtown district developed initially along the railway line and clustered near the railroad depot, which served as the primary node of the town's early commercial activity. Two vestiges from this early period of development still stand today – the former Fisher Insurance Building (SP0467) at 108 East Railroad Street and the former Roseboro Depot (SP0465) at 100 East Roseboro Street in the Town Park. Both are frame buildings – a construction method that was gradually phased out as Roseboro's builders and merchants came to prefer the fire resistance of brick construction. The former Fisher Insurance Building, constructed around 1897, is thought to be the oldest extant building in Roseboro. The two-bay frame building features a front gable roof with boxed cornice returns, corner pilasters, and wood siding. It bears a resemblance to the circa

²⁰⁶ North Carolina Department of Commerce, "North Carolina Community Profile, 1988, Roseboro, Sampson County," Wilson Library, University of North Carolina, Chapel Hill.

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1870 general store in the Sampson County crossroads community of Clear Run (see SP0616), which has a slightly larger, three-bay form. The former Roseboro Depot was built in March 1897 by the Cape Fear and Yadkin Valley Railway to replace an earlier depot that was destroyed in a fire in September 1896.²⁰⁷ The depot, which initially functioned as a combined freight and passenger station, has been shifted twice within its lot and renovated, but retains its original form and key features, including its deep, open eaves supported on chamfered wood brackets, large openings once used for moving freight on and off the station platforms, and its signal equipment, which is attached to a steel beam that extends from the gable wall of the west dormer.

Roseboro experienced a burst of growth in the 1910s that prompted expansion of the commercial district along a central artery, in this case West Roseboro Street, where one- and two-story brick buildings set close to the street eventually filled the entire block. The two-story brick commercial building at 101 West Roseboro Street on the southwest corner of Roseboro and Railroad streets – just across from the railroad depot and one of the most prominent sites in downtown – was constructed around 1913, as was its neighbor to the west, a one-story-plus-mezzanine brick building now encompassing 103 and 105-107 West Roseboro Street. J. M. Starling, a merchant, and his wife Rosa, who acquired the land in 1911, are responsible for the construction of both buildings.²⁰⁸

101 West Roseboro Street, known as the J. M. Starling Building (SP0780), is an excellent example of the two-part commercial block. As defined by architectural historian Richard Longstreth, this building type is characterized by a horizontal division into two zones reflecting differences in use inside.²⁰⁹ In downtown Roseboro, the two-part commercial block buildings were two-stories tall, providing for retail space on the ground floor and office space on the upper floor. They had rectangular footprints that occupied most, if not all, of the building lot, and featured flat or parapet roofs. In addition to the J. M. Starling Building, other examples of the two-part commercial block in the downtown district include 115 West Roseboro Street (SP0790), 117 West Roseboro Street (SP0476), 119 West Roseboro Street (SP0792), and the W. Claude Caison Building at 128 West Roseboro Street (SP0795). These buildings anchor the west end of the 100 block of West Roseboro Street on the north and south.

The J. M. Starling Building incorporates brickmaking and bricklaying techniques that characterize several of Roseboro's downtown buildings. Its orange-colored bricks display a spiral pattern on their header ends resulting from the brick manufacturing process. When laid in Flemish bond the brickwork creates a distinctive appearance. Other examples include the George C. Thomas Store at 109 W. Roseboro Street (SP0784) and the west section of what is now 110 West Roseboro Street (SP0805). Many of the bricks and other building materials used to construct Roseboro's downtown were manufactured locally at nearby brick plants and lumber mills.

²⁰⁷ "State News," *Wilson Times* (Winson, NC), September 25, 1896; "Roseboro Notes," *Sampson Independent*, March 11, 1897.

²⁰⁸ Deed Book 209, page 406, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>.

²⁰⁹ Richard Longstreth, *The Buildings of Main Street*, updated edition (New York: Alta Mira Press, 2000), 24.

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In the twentieth century, manufacturing and building technology provided for the opportunity to incorporate large expanses of glass to front the retail space of commercial buildings, which often shared party walls, limiting the number of window openings to front and rear elevations only.²¹⁰ Storefronts often combined large plate-glass windows with glazed transoms – a combination that flooded building interiors with light and provided a pleasant shopping experience for customers. Many of Roseboro’s early twentieth-century commercial buildings featured these design elements, prompting newspaper articles enticing shoppers to Roseboro to boast of its “brighter stores.”²¹¹ Recessed entries were also used within the commercial district to give even more prominence to product display. The walls of these entries could be perpendicular to the façade or angled, as seen at 103 W. Roseboro Street (SP0803).

110 West Roseboro Street (SP0805), built circa 1917, is unusual in the downtown district for its three-part, arched, second-story window. The building was originally erected to house medical offices, and this distinctive opening, topped with a dogtooth belt course, set it apart from its neighboring commercial buildings. Notable fenestration – in this case an elegant fanlight – was also used in the design of the building erected to house Sampson County’s first hospital, which was built in downtown Roseboro in 1937 (Brewer-Starling Clinic, SP0799).

120 West Roseboro Street (SP0793) illustrates another typical commercial building form found in the downtown district – the one-part commercial block. The one-story, two-bay, brick building was constructed around 1914. Its architectural embellishment is limited to a recessed brick panel in the upper wall of the front façade and a simple brick cornice. The building shares a similar architectural vocabulary with 124 West Roseboro Street (SP0794), which was constructed around the same time. The McLamb Building (encompassing 103 West Roseboro Street, SP0803, and 105-107 West Roseboro, SP0782) also uses the one-part commercial block form, but embellishes the façade with glazed headers, decorative brick plaques, and a stepped parapet. Although not individually notable, these buildings play an important role in shaping the downtown’s architectural identity.

An early twentieth-century photograph of West Roseboro Street provides some clues about the character of Roseboro’s main street at the time (Historical Figure 2).²¹² The street was wide (roughly 60 feet) and unpaved. Carts and automobiles parked along both sides of the street, leaving the center open for two-way traffic. Buildings abutted the sidewalk, maximizing usable space within each lot. The sidewalk separated the building facades from the road, and there were electrical poles close to the edges of the sidewalks. At least one streetlight hung from a wire strung between two poles, and there was a tree planted at the southeast corner of the block.

A fire in December 1921 caused extensive damage to Roseboro’s commercial district. New buildings erected after the event utilized the one- and two-story building forms of the earlier development period, creating a cohesive architectural identity that remains evident today. 109

²¹⁰ Ibid., 24, 41-45.

²¹¹ E. Perry Poyer, “Merchants Here Leading in Low Prices,” *Sampson Independent*, May 29, 1924.

²¹² Old Roseboro, the Town and Its People, Facebook, <https://www.facebook.com/oldroseboronc/photos>.

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West Roseboro Street (SP0784), erected by local merchant George C. Thomas in 1922, has a two-part form, Flemish bond brick with glazed headers, and large, plate-glass storefront windows, reflecting the commercial construction from the previous decade. Architectural embellishment was achieved through the use of arched, brick heads and stone (or cast stone) sills at the second-floor window openings and buff-colored decorative brickwork.

From the late 1930s through the 1960s, the downtown district extended laterally along Roseboro Street and down adjacent side streets, a pattern of growth that replicated national trends in main street development.²¹³ New construction represented the uninterrupted relevance of Roseboro's downtown to its merchants and service providers as they continued to maintain businesses and build new facilities in the area as the twentieth century advanced. Freestanding, rather than attached buildings characterized this later period, reflecting a tilt away from pedestrian traffic toward automobiles. The Bryan Motor Company building at 103 East Roseboro Street (SP0777) is a good example of the freestanding buildings erected in vacant lots found around the periphery of the commercial district during the post-World War II period. Built as an auto showroom and garage in 1949-50, it originally featured a central entrance flanked by large, plate-glass windows that looked onto the auto showroom. While these windows have been altered, the original steel-sash second-floor windows remain intact.

Around 1955, a one-story brick and concrete block building was constructed at 104 North West Street (SP0800), which was being used as the town's post office by 1964. The basket-weave brickwork in the parapet wall of 104 North West Street provided some of its only architectural embellishment. This detailing was also used for the commercial building at 104 East Railroad Street (SP0772), built circa 1960, and can be considered a continuation of the early nineteenth-century trend of utilizing patterned and textual brickwork to enliven commercial storefronts. Other examples of postwar development include the A. R. Harris & Son Hardware Warehouse at 103 South West Street, built circa 1946, and the barrel-vaulted warehouse erected by the Butler Furniture Company on West Pleasant Street in 1962.

Since the period of significance, exterior alterations have include window replacements, storefront modernizations, and the installation of modern awnings. Key design elements, however, such as patterned brickwork, cast stone ornamentation, plate-glass storefronts, recessed entries, corbelled and dentilled cornices, and roof parapets remain evident in much of the building stock. Overall, the district represents a cohesive collection of commercial buildings from the early and middle decades of the twentieth century that plays central role in defining the town's historic identity.

²¹³ Longstreth, *The Buildings of Main Street*, 14-15.

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- Town Meeting Minute Books, Book 1 (1913-1934) through Book 8A (1975-1982)
- Town scrapbook
- Miscellaneous materials from Town Hall history exhibit

Local History Room, Sampson County Public Library, Clinton, NC

- Unpublished manuscripts, including Katherine Melvin, "History of Roseboro's Town Library and Community Building," and Stewart Dunaway, "Sampson County Road Records (1799-1914), Bridge Records (1847-1888), Mill Records (1813-1854)"

Wilson Library, University of North Carolina, Chapel Hill

- Government publications, including Community Data Sheets (various years)
- North Carolina Collection Clipping File for Roseboro and the Cape Fear and Yadkin Valley Railroad)

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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): SP0473

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10. Geographical Data

Acreeage of Property approx. 6.5 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|------------------------|-----------------------|
| 1. Latitude: 34.952616 | Longitude: -78.511053 |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

Starting at the southwest corner of the parcel occupied by 212 West Roseboro Street, the historic district boundary extends north along the west property line of 212 West Roseboro Street to its northwest corner, then east along a line roughly perpendicular to West Roseboro Street to the midpoint of North West Street, then north, east, and south along the property line of the parcel occupied by the former Town Hall and Library, then east from the southeast corner of the former Town Hall and Library property to the midpoint of NE Railroad Street, then north, east, and south to encompass the parcels occupied by 108 and 106 NE Railroad Street, then south along the east property line of the parcel occupied by 103 East Roseboro Street to the midpoint of East Roseboro Street, then west to roughly the midpoint of the block bound by East Roseboro Street on the north, South East Street on the East, and East Pleasant Street on the south, then south to just beyond the southern edge of the former Roseboro Depot, then west to the midpoint of SW Railroad Street, then south to West Pleasant Street, then west to roughly the midpoint of the block bound by West

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Roseboro Street on the north, SW Railroad Street on the east, West Pleasant Street on the south, and South West Street on the west, then north to the southeast corner of the parcel occupied by 103 South West Street, then west along the property line of the same parcel to the midpoint of South West Street, then north to the midpoint of West Roseboro Street, then west along West Roseboro Street to the place of beginning.

Boundary Justification (Explain why the boundaries were selected.)

The district boundary encompasses the resources that have historically been part of Roseboro's commercial district and that maintain integrity. The western boundary is drawn to encompass the Brewer-Starling Clinic at 212 West Roseboro Street. While several buildings that have been designated as noncontributing due to their lack of integrity are included within the boundary as a result, the inclusion of the Brewer-Starling Clinic is necessary as an important representation of downtown Roseboro's post-Depression era growth and one that helped Roseboro maintain its standing as an important destination for Sampson County residents. The northern boundary is drawn to encompass the buildings on the north side of the 100 block of West Roseboro Street as well as the buildings that formerly housed the town hall, library, and post office. The eastern boundary encompasses the former Fisher Insurance Building – the oldest commercial building in Roseboro – and the former Bryan Motor Company building. The latter is another good example of the freestanding, purpose-built commercial buildings – many related to automobile sales and maintenance – that characterized the later period of the district's development. The eastern boundary encompasses the immediate setting of the former Roseboro Depot, a building that was instrumental in the commercial development of Roseboro and served as a hub of trade throughout the railroad era. Since most of the depot block has been redeveloped into a public park and lacks integrity, only the immediate setting of the Roseboro Depot building is included in the boundary. Finally, the southern boundary encompasses the buildings on the south side of the 100 block of West Roseboro Street, as well as two warehouses (and their secondary structures) built by two of Roseboro's legacy businesses. The warehouses represent the uninterrupted relevance of Roseboro's downtown to its merchants and service providers as they continued to maintain businesses and build new facilities in the area during the post-World War II era.

11. Form Prepared By

Name/title: Daria A. Gasparini and Timothy C. Kerr

Organization: Robinson & Associates, Inc.

Street & number: P.O. Box 9454

City or town: Washington State: DC Zip code: 20016

E-mail: dgasparini@robinson-inc.com

Telephone: (202) 234-2333

Date: August 15, 2025

Downtown Roseboro Historic District
Name of Property

Sampson County, NC
County and State

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

The photographs included in the nomination include a) streetscape images (8) that capture the significant historical and architectural qualities of the district and b) representative views of contributing (12) and noncontributing (1) resources.

The following information applies to all photographs that accompany this documentation:

Name of Property: Downtown Roseboro Historic District
City or Vicinity: Roseboro, NC
County: Sampson County
State: NC

Photo 1 of 22: View looking northeast toward the 100 block of NE Railroad Street
File name: NC_SampsonCounty_DowntownRoseboroHD_0001
Photographer: Daria Gasparini
Date: October 9, 2024

Photo 2 of 22: View looking northwest toward the 100 block of NW Railroad Street
File name: NC_SampsonCounty_DowntownRoseboroHD_0002
Photographer: Daria Gasparini
Date: October 9, 2024

Downtown Roseboro Historic District

Name of Property

Sampson County, NC

County and State

Photo 3 of 22: View looking west down the 100 block of West Roseboro Street
File name: NC_SampsonCounty_DowntownRoseboroHD_0003
Photographer: Daria Gasparini
Date: October 9, 2024

Photo 4 of 22: View looking east down the 100 block of West Roseboro Street
File name: NC_SampsonCounty_DowntownRoseboroHD_0004
Photographer: Daria Gasparini
Date: October 9, 2024

Photo 5 of 22: View of the north side of the 100 block of West Roseboro Street, looking east
File name: NC_SampsonCounty_DowntownRoseboroHD_0005
Photographer: Daria Gasparini
Date: October 9, 2024

Photo 6 of 22: View looking south down the 100 block of South West Street
File name: NC_SampsonCounty_DowntownRoseboroHD_0006
Photographer: Daria Gasparini
Date: October 9, 2024

Photo 7 of 22: Looking east down the alley south of the 100 block of West Roseboro Street
File name: NC_SampsonCounty_DowntownRoseboroHD_0007
Photographer: Daria Gasparini
Date: October 9, 2024

Photo 8 of 22: Looking north along the 100 block of SW Railroad Street
File name: NC_SampsonCounty_DowntownRoseboroHD_0008
Photographer: Timothy Kerr
Date: October 9, 2024

Photo 9 of 22: (Former) Bryan Motor Company, 103 E. Roseboro Street (SP0777), looking northeast
File name: NC_SampsonCounty_DowntownRoseboroHD_0009
Photographer: Daria Gasparini
Date: October 9, 2024

Photo 10 of 22: (Former) Fisher Insurance Building, 108 E. Railroad St. (SP0467), looking east
File name: NC_SampsonCounty_DowntownRoseboroHD_0010
Photographer: Timothy Kerr
Date: October 8, 2024

Downtown Roseboro Historic District
Name of Property

Sampson County, NC
County and State

Photo 11 of 22: Commercial Building, 101 W Railroad Street (SP0774), looking southwest
File name: NC_SampsonCounty_DowntownRoseboroHD_0011
Photographer: Timothy Kerr
Date: October 8, 2024

Photo 12 of 22: (Former) Roseboro Depot, 100 E. Roseboro Street (SP0465), looking southeast
File name: NC_SampsonCounty_DowntownRoseboroHD_0012
Photographer: Daria Gasparini
Date: October 9, 2024

Photo 13 of 22: (Former) Town Jail, SW Railroad Street (SP0776), looking northwest
File name: NC_SampsonCounty_DowntownRoseboroHD_0013
Photographer: Timothy Kerr
Date: October 9, 2024

Photo 14 of 22: J. M. Starling Building, 101 W. Roseboro Street (SP0780), looking southwest
File name: NC_SampsonCounty_DowntownRoseboroHD_0014
Photographer: Timothy Kerr
Date: October 8, 2024

Photo 15 of 22: George C. Thomas Store, 109 W. Roseboro Street (SP0784), looking south
File name: NC_SampsonCounty_DowntownRoseboroHD_0015
Photographer: Daria Gasparini
Date: October 10, 2024

Photo 16 of 22: F. A. Caison & Co. Building, 113 W. Roseboro Street (SP0788), looking south
File name: NC_SampsonCounty_DowntownRoseboroHD_0016
Photographer: Daria Gasparini
Date: October 10, 2024

Photo 17 of 22: Commercial Building, 115 W. Roseboro Street (SP0790), looking south
File name: NC_SampsonCounty_DowntownRoseboroHD_0017
Photographer: Daria Gasparini
Date: October 9, 2024

Downtown Roseboro Historic District
Name of Property

Sampson County, NC
County and State

Photo 18 of 22: (Former) Tart Drug Store, 110 W. Roseboro Street (SP0475), looking north
File name: NC_SampsonCounty_DowntownRoseboroHD_0018
Photographer: Tim Kerr
Date: October 9, 2024

Photo 19 of 22: Commercial Building, 124 W. Roseboro Street (SP0794), looking north
File name: NC_SampsonCounty_DowntownRoseboroHD_0019
Photographer: Daria Gasparini
Date: October 9, 2024

Photo 20 of 22: (Former) Post Office, 104 N. West Street (SP0800), looking east
File name: NC_SampsonCounty_DowntownRoseboroHD_0020
Photographer: Timothy Kerr
Date: October 8, 2024

Photo 21 of 22: Brewer-Starling Clinic, 212 W. Roseboro Street (SP0799), looking northwest
File name: NC_SampsonCounty_DowntownRoseboroHD_0021
Photographer: Daria Gasparini
Date: October 9, 2024

Photo 22 of 22: Commercial Building, 200 W. Roseboro Street (SP0796), looking north
File name: NC_SampsonCounty_DowntownRoseboroHD_0022
Photographer: Daria Gasparini
Date: October 9, 2024

Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

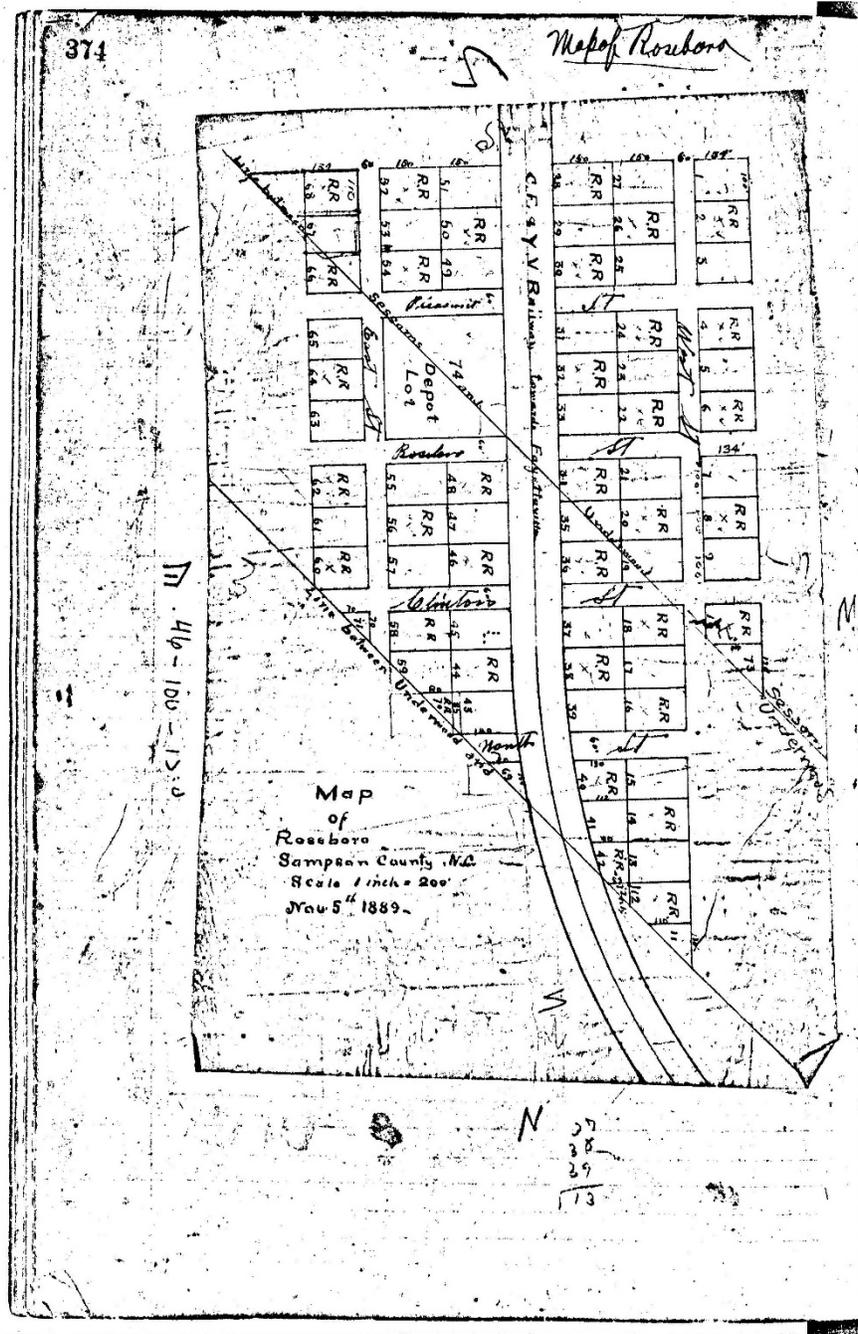
The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Downtown Roseboro Historic District
Name of Property
Sampson County, NC
County and State
Name of multiple listing (if applicable)

Section number Historical Figures Page 1



Historical Figure 1: 1889 Plat of Roseboro. Note that the plat is oriented with north at the bottom of the page. (Source: Deed Book 74, page 374, Sampson County Register of Deeds, available online at <https://www.sampsonrod.org/>)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Downtown Roseboro Historic District
Name of Property
Sampson County, NC
County and State
Name of multiple listing (if applicable)

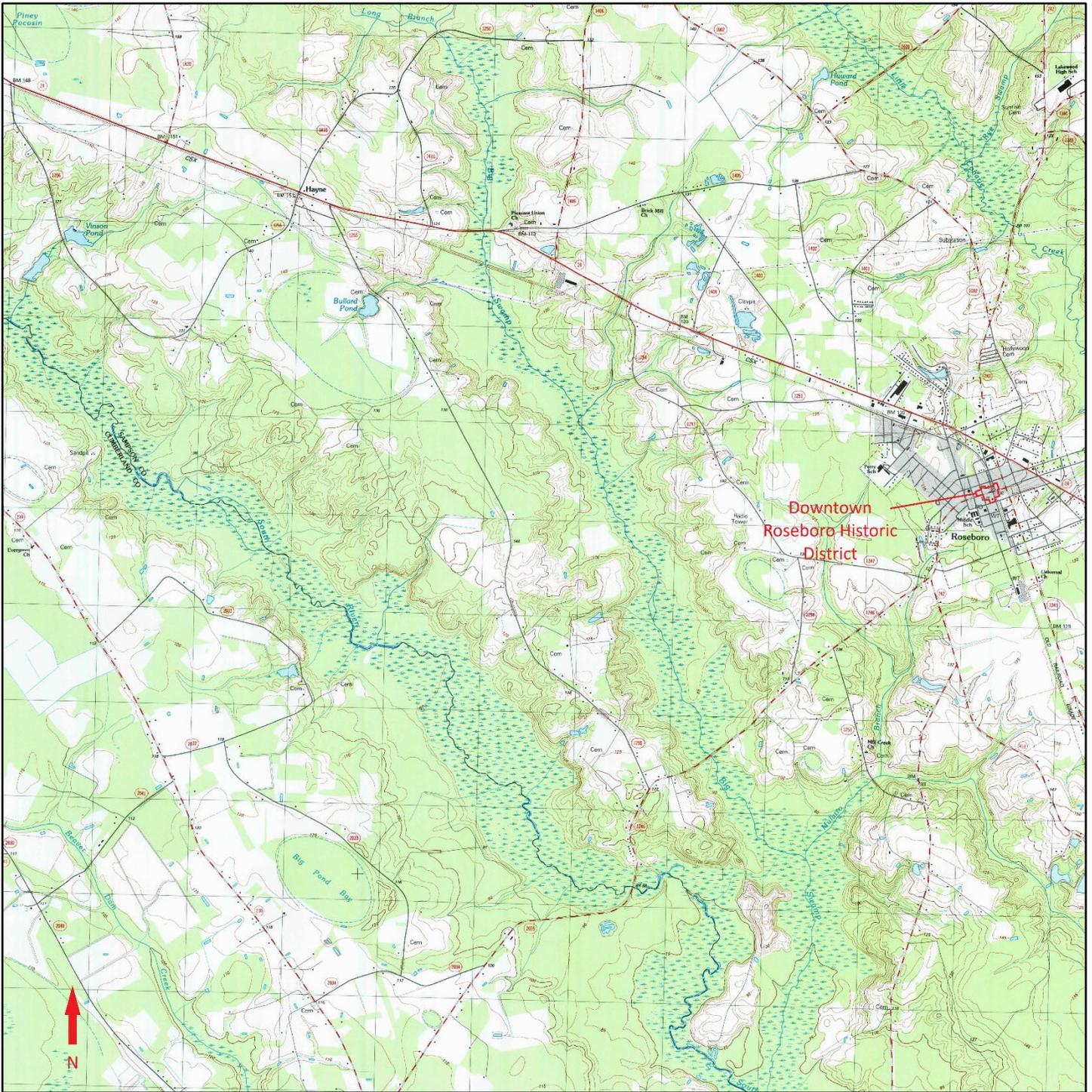
Section number Historical Figures

Page 2



Historical Figure 2: Early twentieth-century photograph of West Roseboro Street, looking west from Railroad Street. (Source: Old Roseboro, the Town and Its People, Facebook, <https://www.facebook.com/oldroseboronc/photos>.)

LOCATION MAP
Downtown Roseboro Historic District (SP0473)
Sampson County, NC

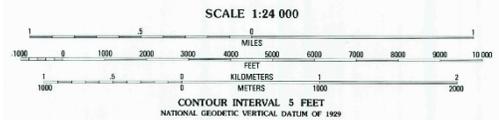


Source:
USGS Topographic Map
7.5 minute series
Roseboro Quadrangle (NC) 1987

Map prepared by:
Daria Gasparini, Robinson & Associates
August 15, 2025

Downtown Roseboro Historic District (SP0473)

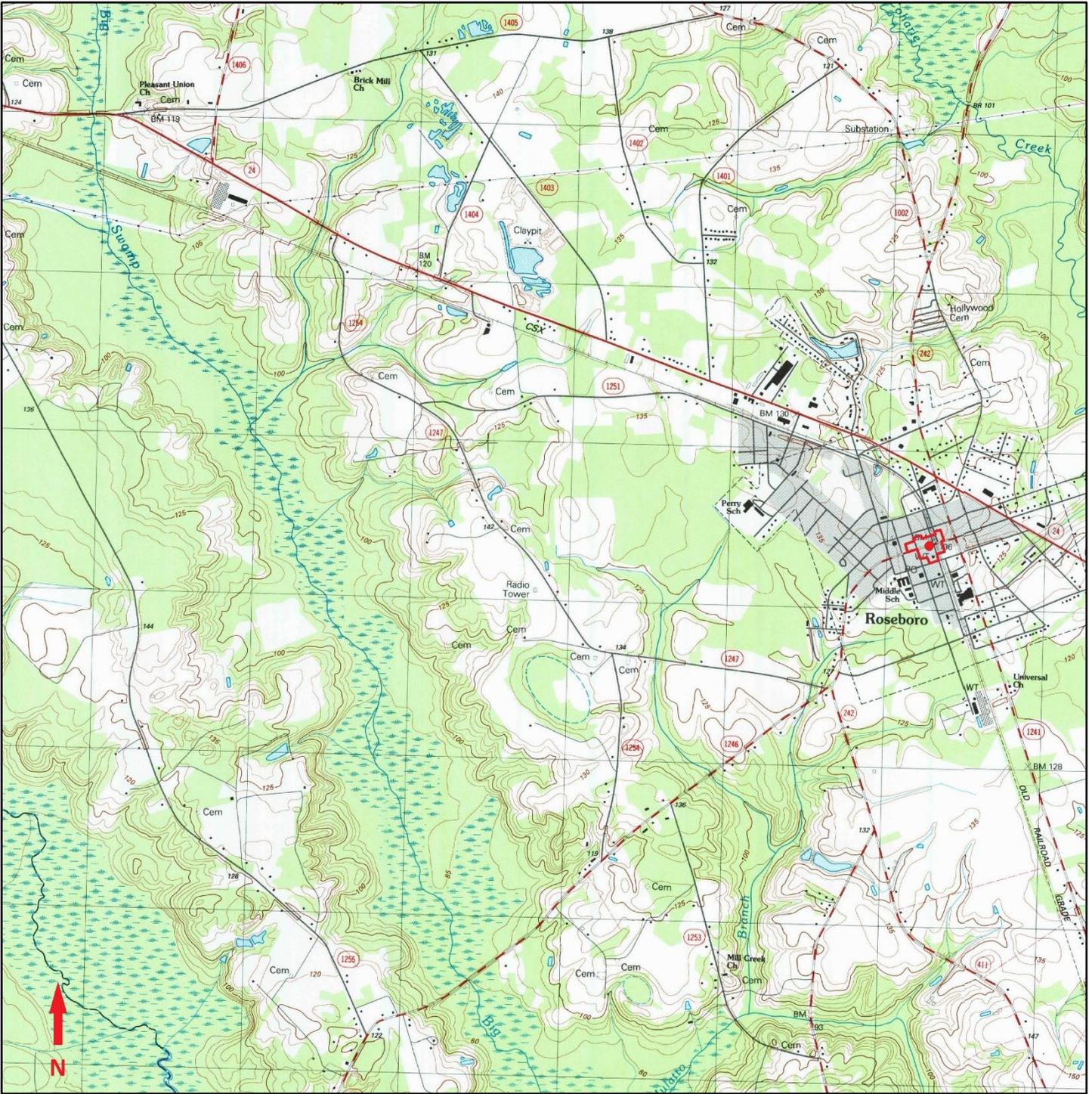
— District Boundary



COORDINATES MAP

Downtown Roseboro Historic District (SP0473)

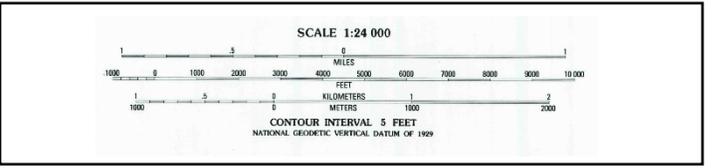
Sampson County, NC



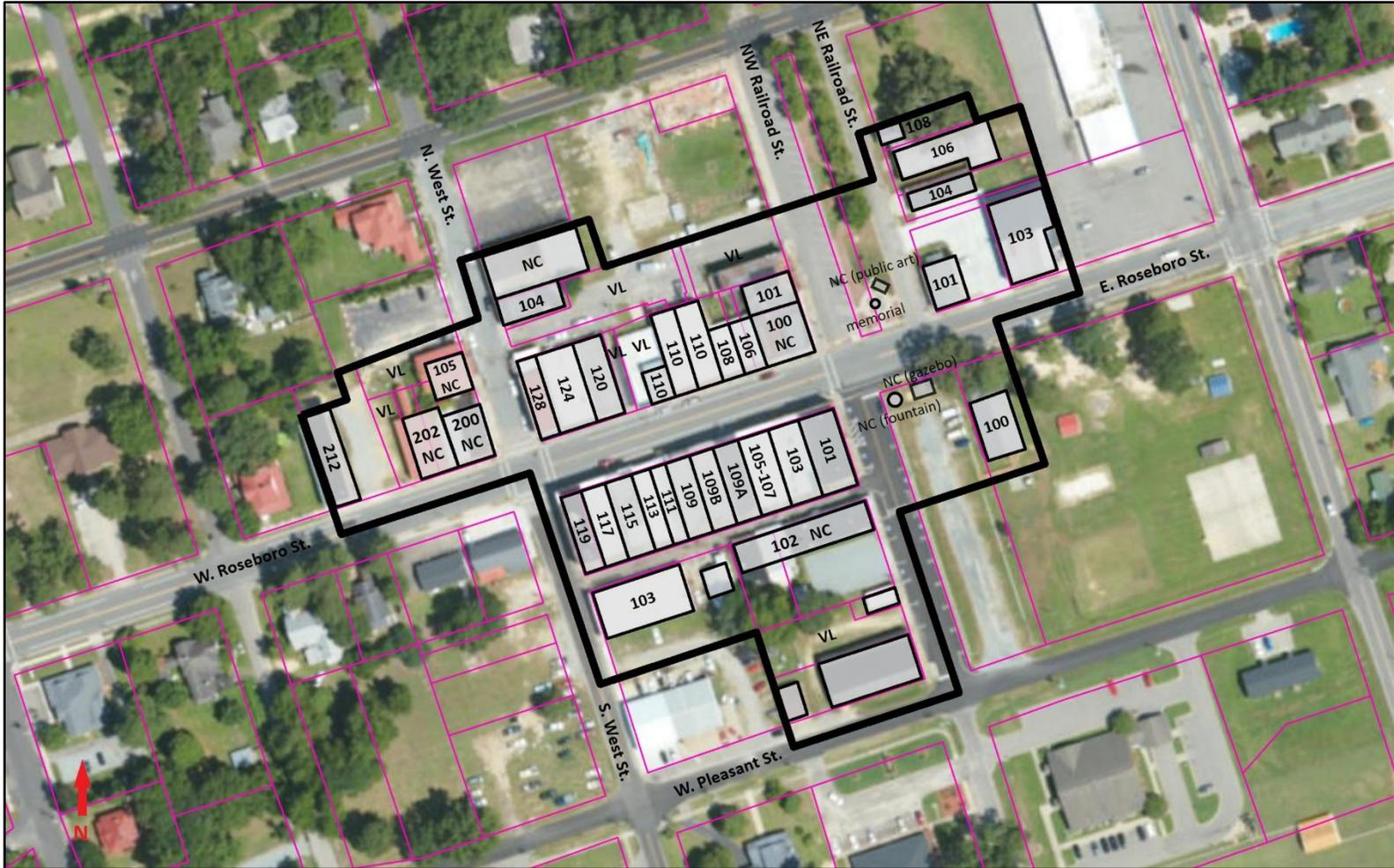
Source:
 USGS Topographic Map
 7.5 minute series
 Roseboro Quadrangle (NC) 1987

Map prepared by:
 Daria Gasparini, Robinson & Associates
 August 15, 2025

Downtown Roseboro Historic District (SP0473)
 Datum: WGS84
 ● Latitude/Longitude: 34.952616, -78.511053
 — District Boundary



NATIONAL REGISTER BOUNDARY MAP
Downtown Roseboro Historic District (SP0473)
Sampson County, NC



Source:
HPOWEB

Map prepared by:
Daria Gasparini, Robinson & Associates
September 1, 2025

Key:

- Historic District Boundary
- NC Noncontributing Resource
- Contributing Resource
- VL Vacant Lot

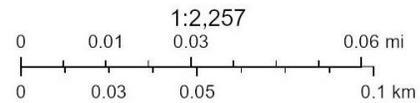
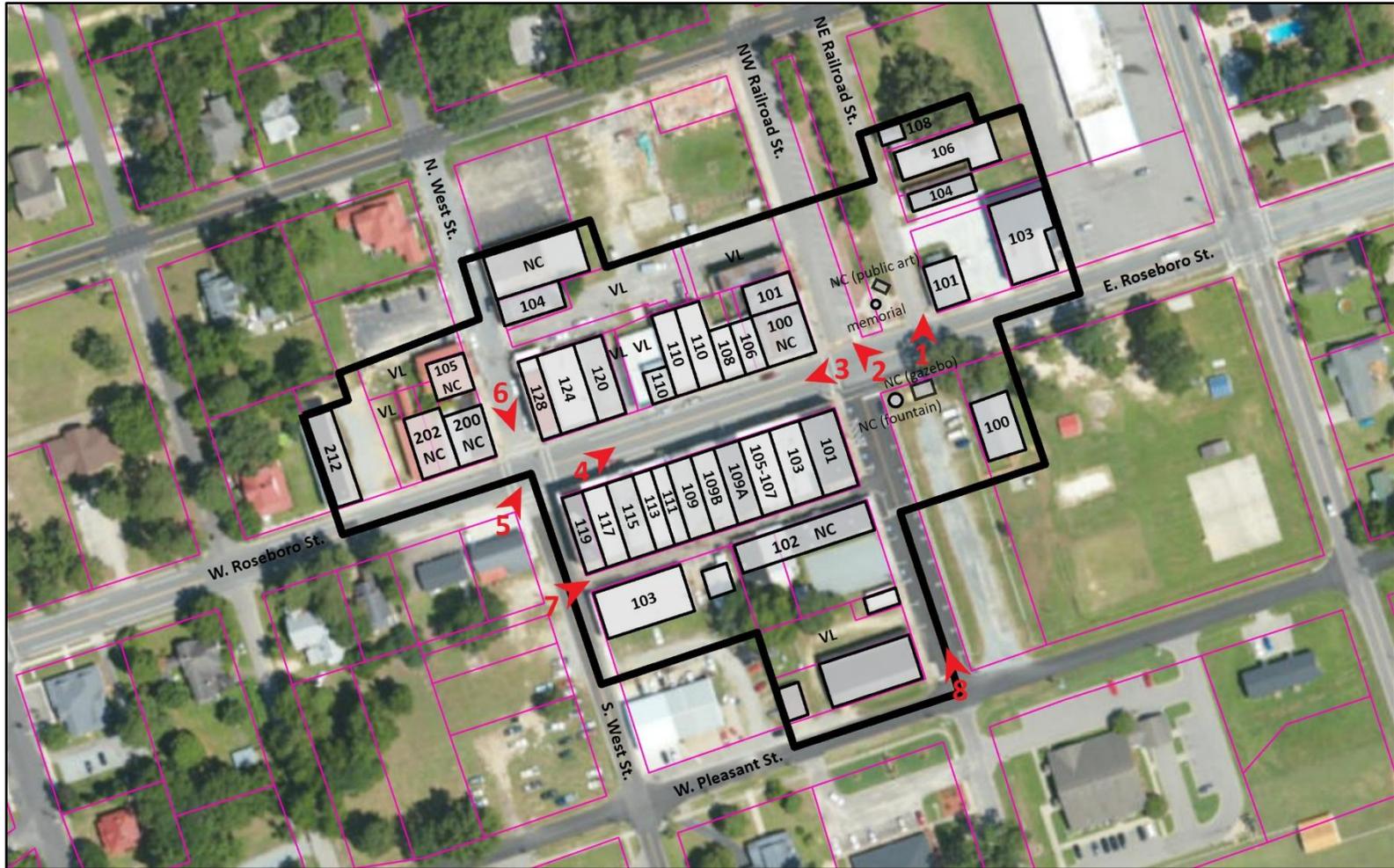


PHOTO KEY (1 of 2)
 Downtown Roseboro Historic District (SP0473)
 Sampson County, NC



Source:
 HPOWEB

Map prepared by:
 Daria Gasparini, Robinson & Associates
 August 15, 2025

Key:

- Historic District Boundary
- NC Noncontributing Resource
- VL Vacant Lot
- Contributing Resource

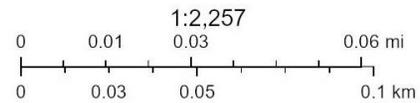
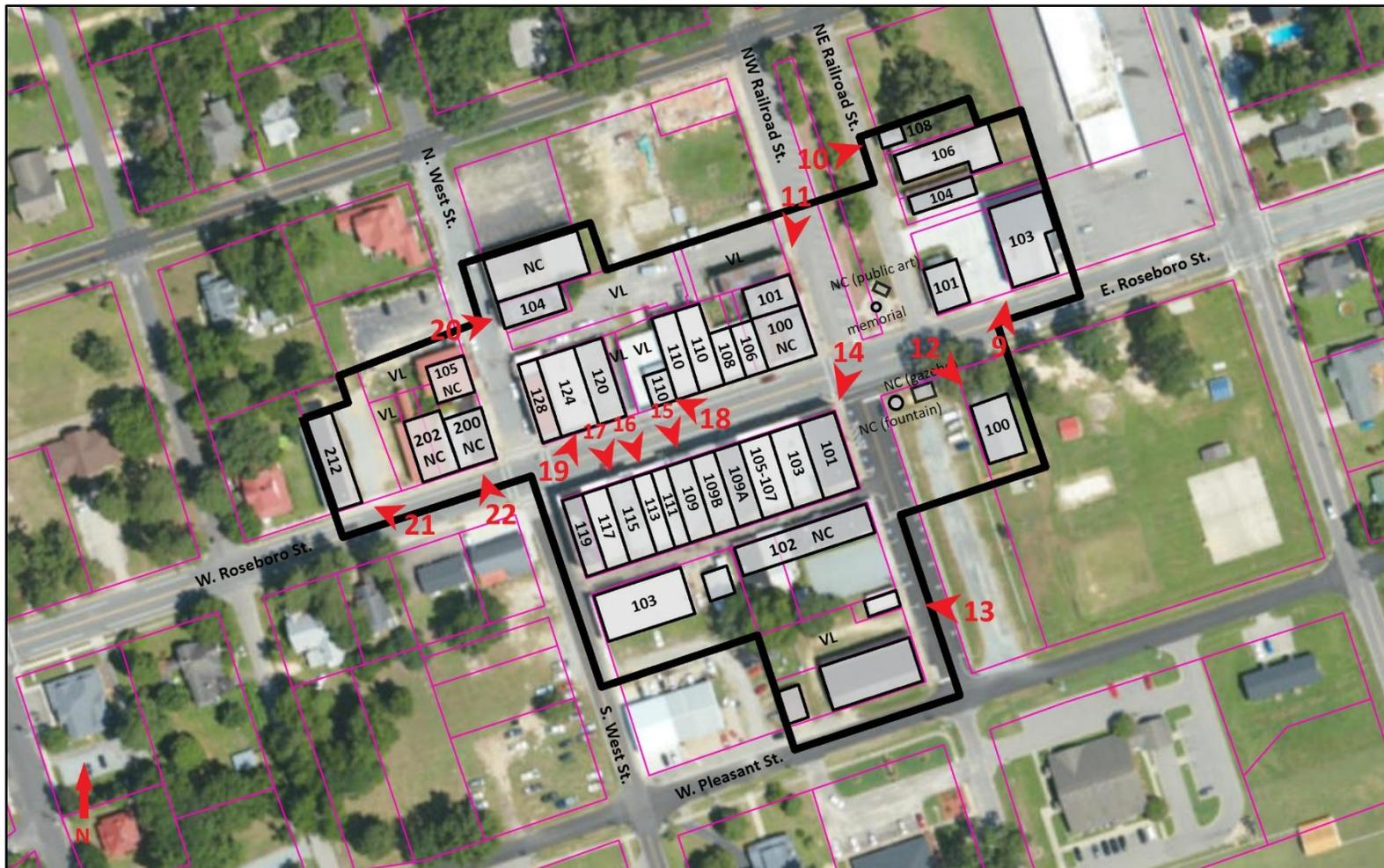


PHOTO KEY (2 of 2)

Downtown Roseboro Historic District (SP0473)

Sampson County, NC



Source:
HPOWEB

Map prepared by:
Daria Gasparini, Robinson & Associates
August 15, 2025

Key:

- Historic District Boundary
- NC Noncontributing Resource
- VL Vacant Lot
- Contributing Resource

