

**North Carolina Department of Natural and Cultural Resources  
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Roy Cooper  
Secretary Susi H. Hamilton

Office of Archives and History  
Deputy Secretary Kevin Cherry

July 17, 2018

**MEMORANDUM**

**TO:** Vanessa Patrick  
Human Environment Unit  
NC Department of Transportation

**FROM:** Renee Gledhill-Earley *Renee Gledhill-Earley*  
Environmental Review Coordinator

**SUBJECT:** Historic Structures Survey Report, Widening of SR 1763 (Miller Boulevard)/NC 101 (Fontana Boulevard) from SR 1756 (Lake Road) to Outer Banks Drive, U-3431, PA 17-09-0002, Craven County, ER18-1585

Thank you for your July 9, 2018, memorandum transmitting the above-referenced report. We have reviewed the report and offer the following comments.

We concur that the following properties are eligible for listing in the National Register of Historic Places and that the proposed property boundaries outlined in the report are appropriate.

- Jesse Trader House, 406 Miller Boulevard (CV1198)- Criterion C
- Hugh Trader Store, 409 Miller Boulevard (CV1216) - Criteria A and C

The Havelock Station Depot, 409 Miller Boulevard (CV1137) is not eligible for listing in the National Register of Historic Places due to the loss of historic integrity and lacking the level of significance necessary to meet the National Register Criteria for Evaluation.

The above-listed properties and the area in the immediate vicinity of the railroad crossing at SR 1763 were also evaluated collectively for the presence of an historic district (Old Havelock Historic District). Due to the loss of historic buildings; the relocation of the Havelock Station Depot; the presence of several modern commercial properties; and dense modern suburban residential development, no historic district was identified.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR part 800.

Thank you for your cooperation and consideration. If you have any questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/807-6579.

cc: Mary Pope Furr, NCDOT, [mfurr@ncdot.gov](mailto:mfurr@ncdot.gov)

Received: 07/12/18  
State Historic Preservation Office



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

**ER 18-1585**

To: Renee Gledhill-Earley, NCHPO

From: Vanessa E. Patrick, NCDOT

Due -- 8/3/18

Date: July 9, 2018

Subject: *Historic Structures Survey Report for U-3431, Widen SR 1763 (Miller Boulevard)/NC 101 (Fontana Boulevard) from SR 1756 (Lake Road) to Outer Banks Drive, Havelock, Craven County, North Carolina. WBS No. 39004.1.1. PA Tracking No. 17-09-0002.*

H- Ede Hers  
7/16/18  
RPP

The North Carolina Department of Transportation (NCDOT) is conducting planning studies for the above-referenced project. Enclosed for your review is a report presenting the evaluation of historic architectural resources in the U-3431, Craven County project area (one hard copy and one CD-ROM). Survey photographs, GIS data, and site forms are provided on CD-ROMs, and hard copies of the site forms are also supplied.

The report considers three resources individually and collectively – the Havelock Station Depot (CV1137), the Jesse Trader House (CV1198), and the Hugh Trader Store (CV1216). The study recommends the house and store as eligible and the depot as not eligible for listing in the National Register of Historic Places; no historic district is present. Initial screening of the U-3431 project area by NCDOT Historic Architecture identified which resources warranted additional study.

We look forward to receiving your comments on the report. Should you have any questions, please do not hesitate to contact me at [vepatrick@ncdot.gov](mailto:vepatrick@ncdot.gov) or 919-707-6082. Thank you.

V.E.P.

Attachments

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Historic Structures Survey Report  
Widen SR 1763 (Miller Boulevard)/  
NC 101 (Fontana Boulevard)  
from SR 1756 (Lake Road)  
to Outer Banks Drive

TIP No. U-3431, WBS No. 39004.1.1  
P.A. No. 17-09-0002

Havelock, Craven County  
North Carolina



Prepared for:  
North Carolina Department of Transportation,  
Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, North Carolina, 27699-1598

Prepared by:  
HNTB North Carolina, PC  
343 East Six Forks Road, Suite 200  
Raleigh, North Carolina, 27619

HNTB Project No. 60645  
June 2018



Historic Structures Survey Report

Widen SR 1763 (Miller Boulevard)/NC 101 (Fontana Boulevard)  
from SR 1756 (Lake Road) to Outer Banks Drive

TIP No. U-3431, WBS No. 39004.1.1, P.A. No. 17-09-0002

Havelock, Craven County, North Carolina

Prepared for:

North Carolina Department of Transportation, Environmental Analysis Unit  
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HNTB Project No. 64606

June 2018

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Adam J. Archual – Principal Architectural Historian  
HNTB North Carolina, PC

Date

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Mary Pope Furr, Supervisor  
Historic Architecture Team  
North Carolina Department of Transportation

Date

## Management Summary

The North Carolina Department of Transportation (NCDOT) Highway Division 2 proposes to widen SR 1763 (Miller Boulevard)/NC 101 (Fontana Boulevard) to multiple lanes from SR 1756 (Lake Road) to Outer Banks Drive in Havelock, Craven County. This project is subject to review under the Section 106 Programmatic Agreement for Minor Transportation Projects (NCDOT/NCHPO/FHWA/USFS, 2015).

An NCDOT architectural historian defined an Area of Potential Effects (APE) and conducted preliminary documentary research and a site visit to identify and assess all resources of approximately fifty years of age or more within the APE. Only three resources warranted intensive National Register of Historic Places (NR) eligibility evaluation, and they are the subjects of this report. NCDOT architectural historians determined that all other properties and districts are not worthy of further study and evaluation due to lack of historical significance and/or integrity.

In February 2018, NCDOT-Division 2 requested HNTB North Carolina, P.C. (HNTB) complete NR-eligibility evaluations for the three properties presented in the following report. Submitted separately are the completed North Carolina Historic Preservation Office (NCHPO) survey site forms, geospatial data, and photographic documentation.

HNTB conducted the survey and prepared this report in accordance with NCDOT's *Historic Architectural Resources, Survey Procedures and Report Guidelines*, and the NCHPO's *Report Standards for Historic Structures Survey Reports/Determinations of Eligibility/Section 106/110 Compliance Reports in North Carolina*. These property evaluations meet the guidelines of NCDOT and the National Park Service (NPS). As a result of these efforts, two properties are recommended eligible for listing in the NR.

<b>Resource Name</b>	Havelock Station Depot
<b>HPO Survey Site #</b>	CV1137
<b>Address</b>	409 Miller Boulevard
<b>PIN</b>	6-054-3000
<b>Date(s) of Construction</b>	Ca. 1940
<b>Recommendation</b>	Not Eligible

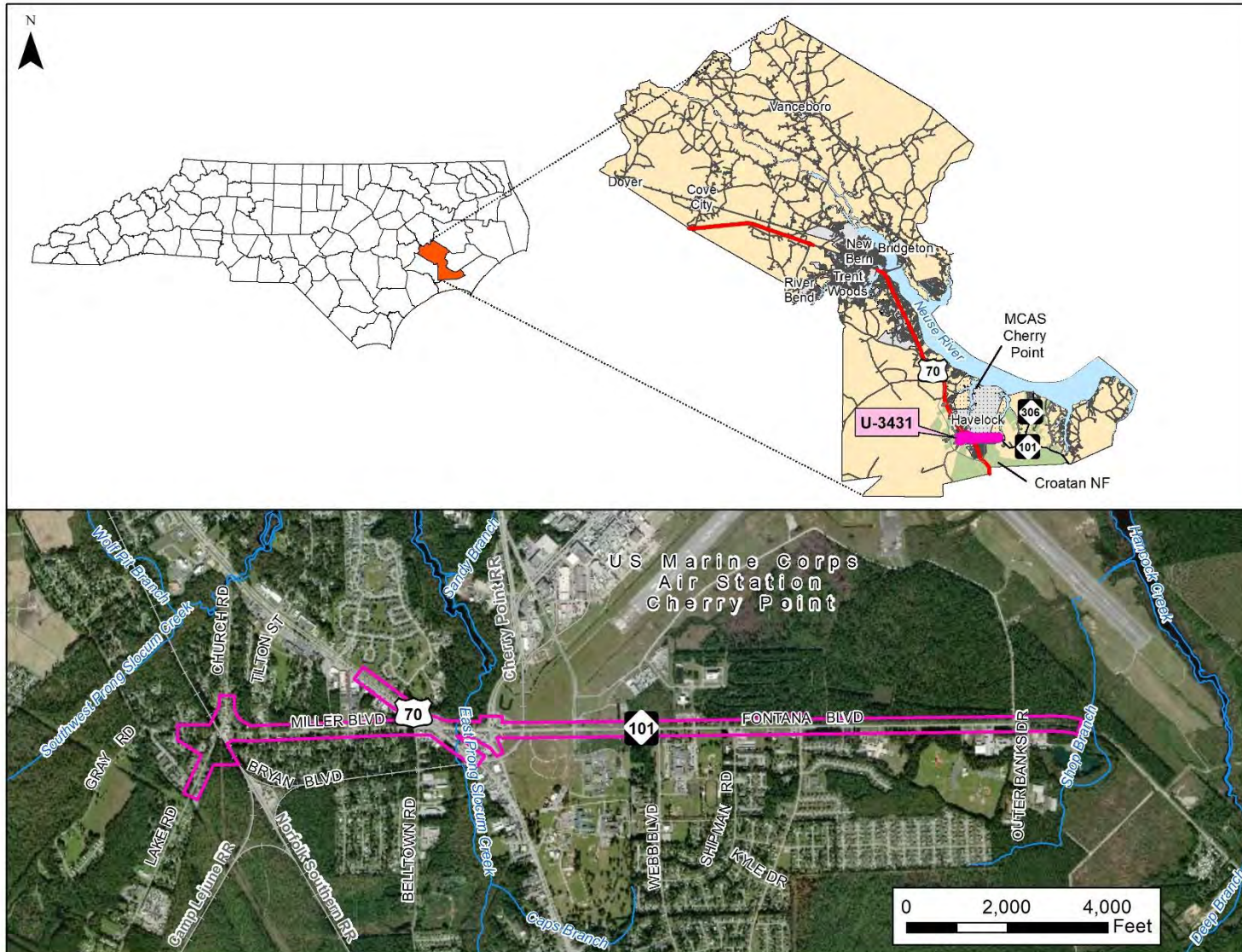
<b>Resource Name</b>	Jesse Trader House
<b>HPO Survey Site #</b>	CV1198
<b>Address</b>	406 Miller Boulevard
<b>PIN</b>	6-054-016
<b>Date(s) of Construction</b>	Ca. 1910
<b>Recommendation</b>	Eligible (Criterion C)

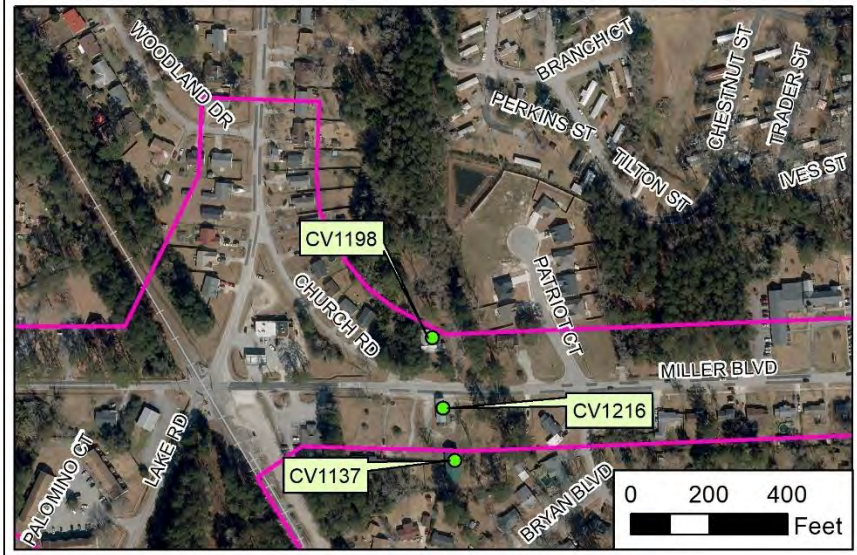
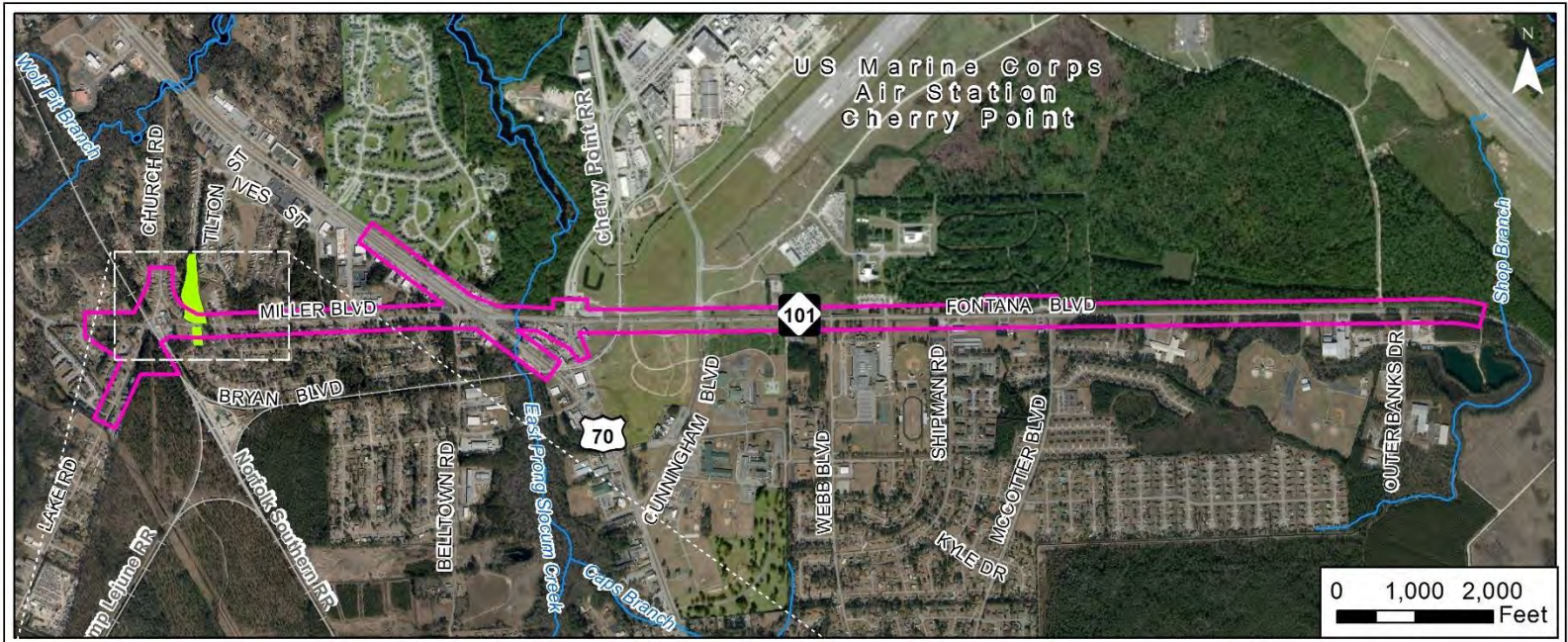
<b>Resource Name</b>	Hugh Trader Store
<b>HPO Survey Site #</b>	CV1216
<b>Address</b>	409 Miller Boulevard
<b>PIN</b>	6-054-3000
<b>Date(s) of Construction</b>	Ca. 1920
<b>Recommendation</b>	Eligible (Criteria A & C)

# Table of Contents

Management Summary .....	i
I. Project Location Maps .....	1
II. Introduction.....	3
III. Methodology.....	3
IV. Historical Background: The Development of Havelock .....	4
V. Havelock Station Depot (CV1137): Property Description and Evaluation .....	5
VI. Jesse Trader House (CV1198): Property Description and Evaluation .....	15
VII. Hugh Trader Store (CV1216): Property Description and Evaluation .....	42
VIII. Old Havelock Historic District: Property Description and Evaluation .....	55
IX. Sources .....	63

# I. Project Location Maps





**Legend**

- Area of Potential Effects
- Surveyed Boundary
- Stream/Creek
- Railroad
- Evaluated Resource

**Area of Potential Effects and Evaluated Resources**

TIP Project No. U-3431  
 Widen SR 1763 (Miller Boulevard) /  
 NC 101 (Fontana Boulevard)  
 from SR 1756 (Lake Road) to Outer Banks Drive  
 Havelock, Craven County  
 North Carolina

Sources: NCOneMap, City of Havelock GIS, 2018.



## II. Introduction

The North Carolina Department of Transportation (NCDOT) proposes to widen SR 1763 (Miller Boulevard)/NC 101 (Fontana Boulevard) to multiple lanes from SR 1756 (Lake Road) to Outer Banks Drive in Havelock, Craven County.

The project is located in southern Craven County, approximately eighteen miles south of the Craven County Courthouse in New Bern, in the coastal plain physiographic province of North Carolina. Topography in the project vicinity is generally characterized as low and level with undulating or gently rolling areas near streams. Elevations within the APE range from approximately five to twenty-five feet above mean sea level (AMSL).

The project is approximately 3.4 miles in length within an urbanized area. Land use in the project vicinity is primarily residential and commercial, and also includes military facilities associated with the Cherry Point Marine Corps Air Station (MCAS) located east of US 70, and extensive forest land associated with Croatan National Forest and along stream corridors.

## III. Methodology

TIP No. U-3431, Craven County is subject to review under the Section 106 Programmatic Agreement for Minor Transportation Projects (NCDOT/NCHPO/FHWA/USFS, 2015). An NCDOT architectural historian defined an APE and conducted preliminary documentary research and a site visit to identify and assess all resources of approximately fifty years of age or more within the APE. Only three resources warranted intensive NR eligibility evaluation, and they are the subjects of this report. NCDOT architectural historians determined that all other properties and districts are not worthy of further study and evaluation due to lack of historical significance and/or integrity.

In February 2018, NCDOT-Division 2 requested HNTB to complete NR-eligibility evaluations for three properties. HNTB conducted the field work on April 4, 2018 and pursued background research to obtain a greater understanding of the historical development of the area and place resources within their historic architectural context. HNTB consulted materials at the Havelock-Craven County Public Library, New Bern-Craven County Public Library's Kellenberger Room, East Carolina University's Joyner Library Special Collections, the NCHPO, and through internet searches. The Craven County GIS and Register of Deeds were accessed on-line during the course of research. The following report presents HNTB's assessments of the three properties.

During fieldwork, the exterior of each resource was documented through written notes and photographs. Access to the interior was permitted at each of the resources. An on-site interview was conducted with the Mayor of the City of Havelock, who is a lifelong Havelock resident and current owner of the Jesse Trader House. The surrounding landscape and setting were photographed as well.

Each property is evaluated in this report for eligibility using the National Register Criteria for Evaluation as outlined in 36 CFR Part 60.4. HNTB conducted the survey and prepared this report in accordance with NCDOT's *Historic Architectural Resources, Survey Procedures and Report Guidelines*, and the NCHPO's *Report Standards for Historic Structures Survey Reports/Determinations of Eligibility/Section 106/110 Compliance Reports in North Carolina*. These property evaluations meet the guidelines of NCDOT and the National Park Service (NPS).

## IV. Historical Background: The Development of Havelock

The following Havelock history was compiled by Peter Sandbeck and attached to the Havelock Multiple Structure Form (CV2261), on-file at the NCHPO:

“Old Havelock, located on high ground between the east and west prong of Slocum Creek, has been encroached upon and nearly destroyed by the modern suburban and strip development catering to the military population drawn to the area by the Cherry Point Marine Corps Air Station (MCAS). Farmers first settled here in the early nineteenth century, but the area remained unnamed until 1857 when the Goldsboro to Morehead City line of the Atlantic and North Carolina Railroad (A&NC) reached this point. The crossing formed by the Beaufort Road and the railroad tracks was named Havelock, honoring Sir Henry Havelock (1795-1857), the British Major General and noted Baptist layman who relieved the British forces at Lucknow in India on September 25, 1857. The subsequent construction of a railroad freight and passenger depot stimulated development, with a post office established by 1884. In 1890, Havelock had a population of 20, one general store, and two steam sawmills. Growth during the 1890s was rapid, due in large part to the construction of the Roper Lumber Company’s mill on Slocum Creek near its mouth. The 1897 ‘Branson’s Business Directory’ lists a population of 100, served by four general stores.”<sup>1</sup>

Before the arrival of the A&NC, the round trip to New Bern from Havelock took all day by horse, buggy, or on foot via the old Beaufort Road. The train reduced the trip from Havelock to New Bern to less than an hour.<sup>2</sup> The establishment of the rail connection and later presence of the Havelock Station Depot (CV1137) attracted the development of the Cherry Point MCAS in the early 1940s. The Havelock Station Depot (CV1137) was moved to Havelock from Riverdale, a small community several miles to the north, in 1941. During the construction of Cherry Point MCAS nearly everything, including Marines and sailors, was delivered via the A&NC and travelled through the depot.<sup>3</sup> The railroad crossing is approximately two and one-half miles from the Cherry Point gate at Roosevelt Boulevard. Reportedly, a bus picked up new arrivals to the MCAS from the nearby Hugh Trader Store (CV1216).

At the time of Sandbeck’s evaluation in 1981, five older structures survived at the crossroads, among them the early-twentieth-century Hugh Trader house, the ca. 1920 Trader Store, and the “much altered” ca. 1886 Methodist Church. The three properties evaluated in this survey represent the only remaining structures from Sandbeck’s survey and include the Jesse Trader House (CV1198), Hugh Trader Store (CV1216), and Havelock Station Depot (CV1137).

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<sup>1</sup> NCHPO Architectural Survey File, CV2261.

<sup>2</sup> Ellis, 2008.

<sup>3</sup> Ibid.

## V. Havelock Station Depot (CV1137): Property Description and Evaluation

<b>Resource Name</b>	Havelock Station Depot
<b>HPO Survey Site #</b>	CV1137
<b>Address</b>	409 Miller Boulevard
<b>PIN</b>	6-054-3000
<b>Date(s) of Construction</b>	1930s
<b>Recommendation</b>	Not Eligible



**Havelock Station Depot, oblique view of the north and west elevations, view to the southeast.**

### Physical Description

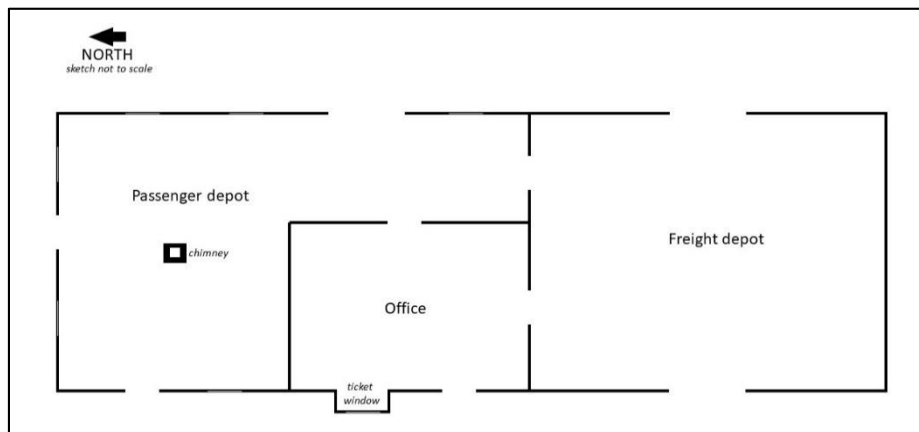
Havelock Station Depot was previously identified and assigned NCHPO Number CV1137. The train depot was relocated to its current location behind the Hugh Trader Store (CV1216) in January of 2006. The building's orientation was maintained in the move; the west elevation historically paralleled the railroad tracks. The combination station (serving both passengers and freight) is a one-story frame gable-roofed structure sitting on brick piers and clad in German siding with minimal ornamentation. The roof is sheathed with replacement raised-seam metal, and rafter tails are exposed in the open eaves. Unmolded cornerboards and door and window surrounds complete the exterior.

Rehabilitation of the depot began following the move and lasted approximately two years. The building was placed on new brick piers constructed in place, consistent with the historic foundation treatment. The wood framing was reinforced as needed and the German siding removed and replaced over an

exterior plywood application intended to strengthen the structure following the move. Historic windows and doors were removed and replaced with replicas (original doors and windows remain inside the depot). Some interior divisions remain, though the walls are reduced to studs.

The depot building is divided roughly in half with the passenger depot (slightly larger area) at north and the freight depot at south (Exhibit 1). The freight depot floor is approximately one-foot higher than the passenger depot floor elevation – an arrangement reportedly designed to more closely match the height of freight railcars and standard truck beds, thereby easing the movement of goods and materials through the depot. The freight depot flooring is flush wood decking (approximately twelve-inch boards). The freight depot was separated from the passenger depot by an interior wall. The freight depot portion does not include any windows, but has replacement sliding doors in the west (trackside) and east elevations.

An office is located in the passenger depot, along the west elevation. The office includes a replacement five-panel wood door in the west elevation, directly south of the projecting, hip-roofed ticket window canted bay which contains a six-over-six wood sash and two narrow two-over-two wood sash. The remainder of the area is assumed to correlate to the passenger waiting area. Aside from an internal brick chimney located centrally within this area, no other internal divisions remain apparent. Six replacement six-over-six wood sash are located in the waiting area with a replacement six panel door in the west elevation and one in the gable end (north elevation). In the east elevation is a replacement sliding door, identical to those in the freight depot. The passenger area and office include historic pine flooring and a later composite flooring application.



*Exhibit 1. Sketch floor plan for the Havelock Station Depot (CV1137). Not to scale.*

The Havelock Station Depot is located in the rear of a grassed lot, behind the Hugh Trader Store. As mentioned, the orientation of the depot was maintained when the depot was relocated approximately 600 feet to the east, southeast of its previous location. There are no associated platforms with the depot. A wood stair and small porch were constructed as part of the rehabilitation on the north elevation to permit access to the depot interior.



**Havelock Station Depot west elevation, view to the east.**



**Havelock Station Depot oblique view of the south and east elevations, view to the northwest.**



**Havelock Station Depot north elevation, view to the southwest.**



**Havelock Station Depot setting, view to the southeast.**



**Former site of the Havelock Station Depot (mid-frame), view to the south. The station was moved approximately 600 feet from the southeast corner of Miller Boulevard and the railroad tracks.**

### **Historic Context**

The Atlantic & North Carolina Railroad (A&NC) was chartered in 1854 and organized at New Bern. The state of North Carolina subscribed to two-thirds of the stock in the railroad. Construction of the ninety-five-mile road from Goldsboro to Beaufort was completed in 1858 with connections in New Bern and Havelock. Since the line ended across the sound from Beaufort, the new town of Morehead City was created where the tracks ended. The A&NC was conceived to provide an overland connection to a North Carolina port (at Morehead City) to divert the shipment of local goods from Norfolk, Virginia.<sup>4</sup>

In 1904, operation of the A&NC was leased to the Norfolk & Southern Railroad (N&S). N&S defaulted on its lease payments in 1932. In 1935 the A&NC withdrew the lease and resumed operations itself. In 1939, operations were again leased, this time to the newly-formed Atlantic & East Carolina Railway Company (A&EC) headquartered in Kinston, NC. In July of 1946, the A&EC became the shortest railroad in North America to operate mainline diesel power and by 1951 had completely dieselized its locomotive fleet. In 1958, the A&EC became a subsidiary of the Southern Railway. As of 2007, the line was still owned by the A&NC – which was seventy percent owned by the State of North Carolina – and merged into the North Carolina Railroad (NCRR) in 1989.<sup>5</sup>

The small crossroads community was named Havelock following the establishment of the railroad, and the “whistle stop” was known as Havelock Station. Local historian Edward Ellis reports that at the time

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<sup>4</sup> Lewis, 2007(b).

<sup>5</sup> Lewis, 2007(a).

of the railroad's arrival, no physical station was present, but that Havelock Station referred to the place where the railroad crossed the Beaufort Road. Based on his research, a physical station was not erected until the turn of the twentieth century.

The Havelock Station Depot (CV1137) is not the first train depot at this location. As Ellis alluded to, a station building was present by the turn of the twentieth century. A historic 1916 photograph published by Ellis shows the depot on the west side of the tracks (Exhibit 2).



*Exhibit 2. Havelock, 1916, view to the east across the railroad tracks along the old Beaufort Road (current Miller Boulevard) from the Havelock Station Depot. Credit: In This Small Place, Edward Ellis (2005, 98).*

The presence of a station contributed to the decision to develop the Cherry Point Marine Corps Air Station (MCAS) in Havelock.<sup>6</sup> The current Havelock Station Depot (CV1137) was moved to Havelock from Riverdale in 1941.<sup>7</sup> Riverdale was a community in east Craven County settled in 1878 and named due to its proximity to the Neuse River.<sup>8</sup> The Geographic Names Information System (GNIS) locates the populated (community) place approximately eight and one-half miles northeast of Havelock at the intersection of Riverdale Road and the A&NC. This seems to indicate the station was constructed before 1941; however, its actual date of construction is unclear. Based on this information, and in consideration of its design and material treatments, a ca. 1930s date is attributed to the Havelock Station Depot.

A 1950s photograph published in *Historical Images of Havelock & Cherry Point* (Ellis) shows the current structure along the east side of the railroad tracks – its location prior to the 2006 relocation (Exhibit 3). The upper left corner of the photograph reads “Southern Ry Depot, Havelock N.C.”. It is possible Southern Railway took inventory photographs in or around 1958 when the A&EC became a subsidiary of Southern Railway. A timber platform adjacent to the rail-side freight door and a staircase to the office door are present at this time. Two photographs from Sandbeck’s 1981 survey show the station in disuse and the ticket window bay removed (Exhibit 4).

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<sup>6</sup> Ellis, 2008: 3.

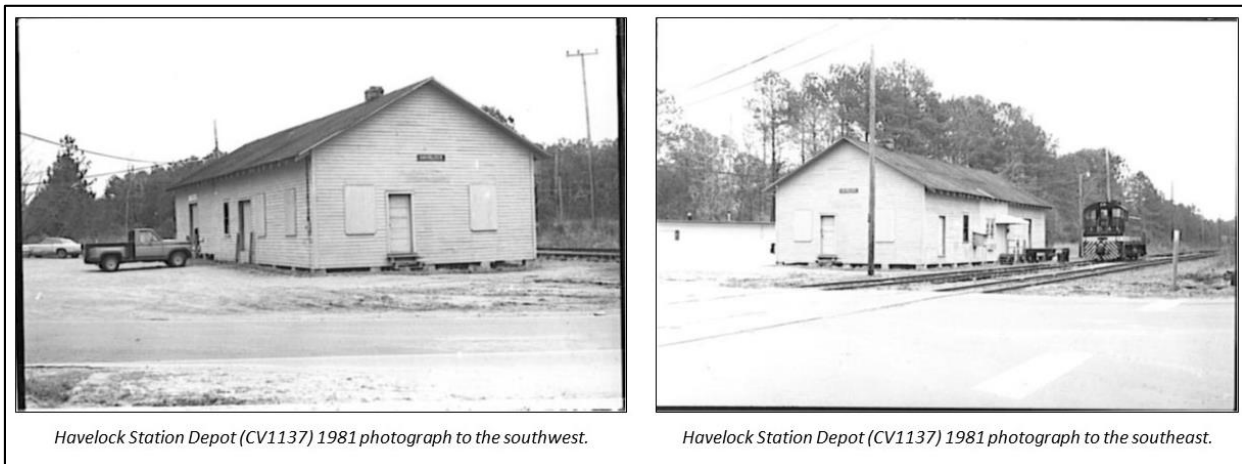
<sup>7</sup> Ellis, 2010: 90.

<sup>8</sup> Powell, 2010.





*Exhibit 3. Havelock Station Depot looking northeast, ca. 1950s. Credit: The picture proof was collected at ECU Joyner Library Special Collection. The photograph, part of the Edward Ellis Manuscript Collection, is also published in Historical Images of Havelock & Cherry Point, Edward Ellis (2010).*



*Havelock Station Depot (CV1137) 1981 photograph to the southwest.*

*Havelock Station Depot (CV1137) 1981 photograph to the southeast.*

*Exhibit 4. Havelock Station Depot photographs from 1981 survey. Credit: Sandbeck, 1981. CV1137 Survey File, on-file at NCHPO.*

Following the relocation of the depot, the Havelock Historical Society (now defunct) partnered with the City of Havelock to secure almost \$200,000 in grants from the NCDOT for the exterior rehabilitation. Atlantic Builders of Newport was hired to replace the train station's roof and refurbish its original wood siding. Volunteers painted the railroad depot.<sup>9</sup> It is assumed the ticket window bay was reconstructed as part of the rehabilitation.

<sup>9</sup> Friedman, Corey. "Renovations to old train depot begin." *Havelock News*, December 5, 2007.

## Architectural Context

The Havelock Station Depot is utilitarian in design with few distinguishing architectural features. Regardless, its long rectangular form conveys its association with the railroad. The interior arrangement conformed to the prevailing combination depot model, consisting of a passenger waiting area, office, and freight depot in a rectangular plan. The exposed rafter beams appear to be more the result of economy than a coordinated stylistic treatment. The standardized plan provided a low cost and easily replicated building type that could be applied in locales not warranting customized designs.

The Havelock Station Depot is one of four depots HPOWEB identifies in Craven County: the Ernul Depot (CV0976) is gone; the Norfolk & NC Railroad Depot & Fairgrounds (CV2030) in New Bern is a large two-story brick depot in an urban context; and the Atlantic & NC RR Freight Depot (CV1344). The Atlantic & NC RR Freight Depot is a one-story, brick depot with mansard roof that remains in its original location on the north side of the railroad tracks at the center of Cove City. The depot is currently vacant though signage suggests a flower shop formerly operated here. Views to the interior through six-over-six wood sash revealed three rooms, plaster walls and concrete floors covered with tile and carpet in places. Other historic materials of note include multiple five- and six-panel single and paired wood and glass doors in simple wood surrounds and beadboard in the closed eaves.



*Exhibit 5. Atlantic & NC RR Freight Depot, Cove City.  
View to the southeast.*

Bishir and Southern identify the Weldon Union Station (HX30) as typical of the stations built in eastern North Carolina during the railroad expansion years of the late nineteenth and early twentieth century. The one-story structure includes wide eaves, a hipped roof, and brackets.<sup>10</sup> This form and simple style is apparent in the prior Havelock Station Depot, as viewed in the 1916 photograph (Exhibit 2).

The Maysville Train Depot (JN0447) and (former) Pollocksville Depot (JN0359) are local (neighboring county), representative examples of the stations typical to eastern North Carolina during the railroad expansion years. Similar to the Havelock Station Depot, both Jones County examples have been moved from their original, rail-side locations. The (former) Pollocksville Depot is currently utilized by the town and features German siding under a hip-roof with wide eaves supported by brackets (Exhibit 6). The projecting ticket bay is centered on the north elevation of the station, between the freight and passenger depots. The Maysville Depot is clad with asbestos shingles and features a projecting ticket bay at one end of the station (Exhibit 7). The Maysville Depot has a hip-roof at one end (south elevation) and an open-gable at the opposite end.

As described, the Havelock Station Depot was moved to its current site in 1941, suggesting it was constructed prior to that. The lack of decorative detailing, including brackets or columns, and the wide

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<sup>10</sup> Bishir and Southern, 1996: 45.

eaves typical of the turn-of-the-century train stations in the area, strongly suggest the Havelock Station Depot postdates the railroad expansion years in eastern North Carolina (ca. 1890s to 1920s). By deduction, the station was likely constructed in the 1930s. Other extant railroad stations in the region are similar to the Havelock Station Depot in form, though often exhibit greater ornamentation. No evidence was revealed through research to suggest the Havelock Station Depot was a part of a larger building program other than routine implementation of standard plan types by the railroad.



*Exhibit 6. (former) Pollocksville Depot, view to the southeast.*



*Exhibit 7. Maysville Train Depot, view to the southeast.*

## **Integrity**

The Havelock Station Depot has been moved at least twice: first from Riverdale in 1941 and then to its current location in 2006. As such, integrity of location is no longer intact. As a utilitarian structure, the Havelock Station Depot remains identifiable as a train station; however, its removal from the railroad and the loss of passenger access (via an assumed attached platform) compromise the Havelock Station Depot's integrity of design, setting, feeling, and association. The rehabilitation of the Havelock Depot Station was undertaken sensitively and several replacement materials, including doors, windows, and the raised-seam metal roof, were replicated. However, this replication diminishes the authenticity of the resource, and thus integrity of materials is lost. Structural repairs and shoring were also undertaken as part of the rehabilitation. These repairs were completed in a manner that preserved as much of the historic structure as possible. The historic German siding was removed and reapplied during repairs. As such, despite the loss of material integrity, enough of the physical evidence remains identifiable to convey historic workmanship.

## **National Register Criteria Evaluation**

The Havelock Station Depot was evaluated for eligibility for listing in the NRHP using the National Register Criteria for Evaluation as outlined in 36 CFR Part 60.4. There are no known associations with persons that have made a significant contribution to the broad patterns of local, state, or national history; therefore, the resource is not considered eligible under Criterion B. Considering its compromised setting and relatively young age, the resource is unlikely to contribute significant information pertaining to building technology or historical documentation not otherwise accessible from other extant resources and written records, and is therefore not considered eligible under Criterion D.

The Havelock Station Depot was evaluated under Criterion A for its association with community planning and development and transportation history. The arrival of the railroad opened up southern Craven County to new commercial opportunities, allowing for the efficient movement of goods and products.

However, as research showed, the Havelock Station Depot does not date to this early development in local transportation history. While the depot figured in the development of Cherry Point MCAS, its removal from the railroad tracks diminish its association as a freight and passenger rail depot. Therefore, The Havelock Station Depot is not considered eligible under Criterion A.

The Havelock Station Depot is not eligible for the National Register of Historic Places under Criterion C. The depot is a utilitarian structure with few distinguishing architectural features. Several one-story frame depots dating to the railroad expansion in eastern North Carolina remain in the surrounding communities – though few remain in their historic context, i.e. adjacent to railroad tracks. Though the Havelock Station Depot appears to be a rare example postdating the period of railroad growth, it does not represent a significant architectural trend in station development. For these reasons, the Havelock Station Depot does not appear to be significant under Criterion C for its architecture.

The Havelock Station Depot does not meet any of the four criteria for NR eligibility. Moreover, it has been moved from its historic transportation context, i.e., besides the railroad, and has lost significant integrity. The Havelock Station Depot thus is recommended as not eligible for the NR.

## VI. Jesse Trader House (CV1198): Property Description and Evaluation

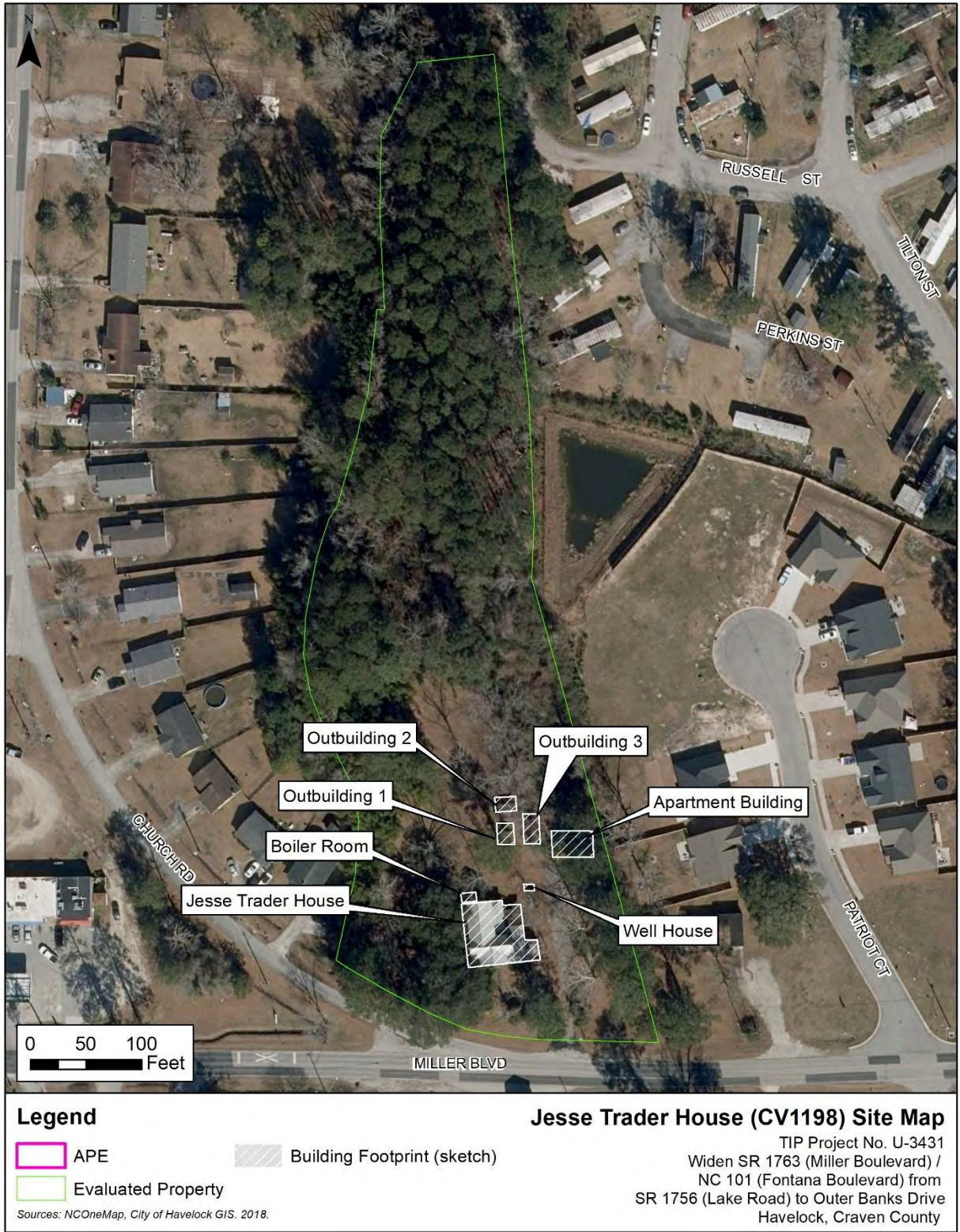
<b>Resource Name</b>	Jesse Trader House
<b>HPO Survey Site #</b>	CV1198
<b>Address</b>	406 Miller Boulevard
<b>PIN</b>	6-054-016
<b>Date(s) of Construction</b>	Ca. 1910; 1950
<b>Recommendation</b>	Eligible



**Jesse Trader House, oblique view of the façade (south facing) and west elevation, view to the northeast.**

### Physical Description

The Jesse Trader House, located at 406 Miller Boulevard, was previously identified and assigned NCHPO Site Survey Number CV1198. The property contains the ca. 1910 Jesse Trader House, a 1950 concrete-block apartment building, a ca. 1950 boiler room, and four historic wood frame outbuildings. An interior survey of the Jesse Trader House was completed with the current owner, who is also the mayor of Havelock. As a resident of the city for about forty years with an interest in history, the current owner shared research he has conducted on the property and stories about local history he has gathered over the years. The current owner is in the process of renovations and has removed small (“exploratory”) portions of wall and ceiling coverings in several locations that reveal historic – and likely original – materials that aided greatly in the reconstruction of the evolution of the house.



### *The Jesse Trader House*

The two-story five-bay single-pile house was built ca. 1910 and is setback from the north side of Miller Boulevard by approximately eighty feet. The two-story L-shaped frame house is side-gabled with flanking, exterior stepped brick chimneys with corbelled chimney caps. A molded, boxed cornice with gable-end returns encompasses most of the building. The two-story ell extends from the west side of the house and terminates in a gable in which the cornice returns have been removed. The house is weatherboard and has corner boards. Two-over-two wood sash with continuous wood sills and flush wood casings are present throughout the original house with several exceptions: a replacement vinyl sash is present in the second-story east elevation, and two historic fixed four-light wood sash are located in each side-gable end, flanking the exterior brick chimneys. The first-story sash in the façade are taller and narrower than those in the second story and on other elevations. Aluminum storm windows are present in most openings.

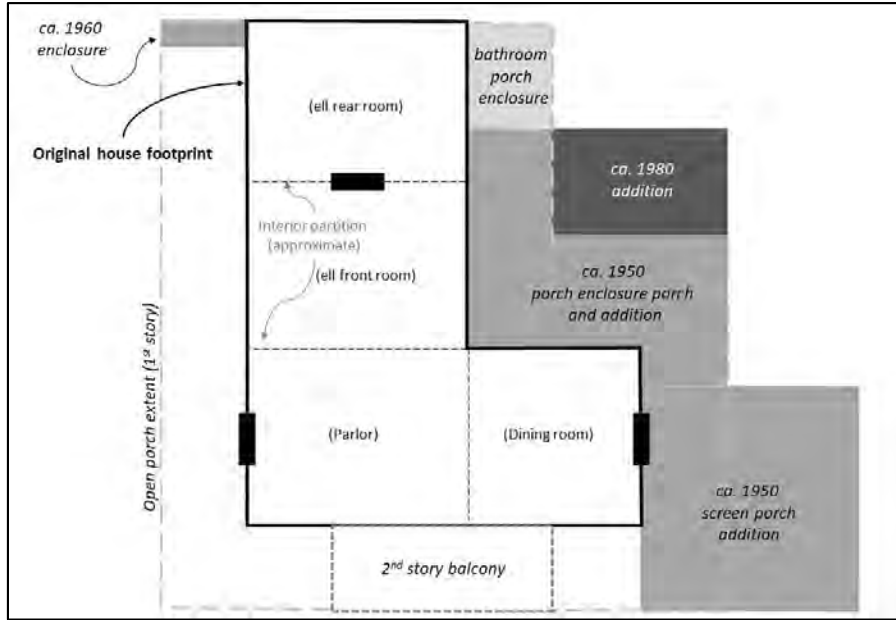
The one-story hip-roofed porch is attached to the façade and wraps around to the east and west elevations. A dominant front gable covers a screened-in second story balcony with turned post baluster, and the front gable is closed with a diamond, wood-slat gable vent. The porch appears to have originally sat on brick piers that have been infilled to form a continuous brick foundation with aluminum vents. The porch flooring is tongue and groove wood boards and base shoe molding is applied to the exterior wall junction. The porch is supported by a series of turned wood posts, some of which are replacements. The porch ceiling is beadboard, a feature, in conjunction with the hipped roof, that fully delineates the historic porch extent. At the northwest corner, a small, exterior storage closet was constructed to box in that end of the porch (ca. 1960), presumably after the concrete-block boiler room was constructed just north of this corner of the house (ca. 1950). A set of concrete steps with low concrete wing walls access the centrally placed front doorway. The main entry is served by a wood and glass door with a decorative panel featuring a sun motif. A second door (five-panel wood door with the upper two panels filled with glass) from the porch is located towards the rear of the house on the west elevation.

At the northeast corner of the house, the end of the porch was enclosed with concrete block to introduce a bathroom. A two-light aluminum awning window is present in the east elevation above a cream-color brick sill. Based on materials, this enclosure may have occurred about the same time as the boiler room (ca. 1950). At the southeast corner, an extension of the porch was constructed on a continuous brick foundation with broken tile flooring and screened in. A wood panel and three horizontal light door with three-pane sidelights permit access to an enclosed portion of the wrap-around porch.

The progression of alterations and enclosures between the screened-in patio and the concrete block bathroom enclosure is somewhat confused (Exhibit 8). The porch enclosure exposed along the east elevation includes a framed portion that appears to have occurred in two phases based on materials; separate applications of weatherboarding are apparent and a twelve-light steel casement window is present at left (south) and a six-over-six wood sash at right (north). Brick piers infilled with concrete block are present under the enclosure and terminate at a later addition set on a continuous brick foundation.

The house was altered for use as two apartment units in the 1970s-1980s based on the interview with the current owner. The apartments were accessed from the rear of the house: a first-story apartment through a kitchen addition completed about that time, and a second story apartment via a metal

stairway and five-panel door with the two upper panels containing glass (similar to the doorway in the first story west elevation) located in the rear gable end. An aluminum storm door and aluminum awning are present on the second story rear entry. The kitchen addition is frame construction and has T1-11 siding and a flat roof, with a slight projection above the doorway. A wood panel door with a window and aluminum storm door enters the kitchen addition on the north elevation. Two eight-over-eight sash are present in the addition.



*Exhibit 8. Jesse Trader House – first floor composite plan view. Not to scale.*



**Jesse Trader House façade, view to the northwest**





**Jesse Trader House façade, view to north**



**Jesse Trader House front door detail**



**Jesse Trader House porch detail; view to the north along the west elevation. Note the exterior closet addition at the end of the porch.**



**Jesse Trader House; view to the northwest from interior of screened-in porch addition showing the extent of the original wrap-around porch (blue beadboard ceiling), broken tile floor and door addition.**



**Jesse Trader House oblique view to the southwest of the rear (north) and east elevations.**



**Jesse Trader House oblique view to the southwest; detail of ca. 1980s kitchen addition extending from enclosed wrap-around porch.**

The interior of the house was surveyed with the current owner. Overall interior treatments are plain, with the exception of two chimney pieces in the parlor and dining room. Though a few replacements were observed, interior doors primarily consist of four- and five-panel wood doors with glass knobs. The few decorative elements within the house are unified in the application of a sun and floral motif. Several exploratory holes were opened by the owner to gauge material conditions and construction techniques. In most cases it was revealed that historic materials and finishes remained behind later coverings. Beadboard ceilings and walls were observed in several locations. The blue painted beadboard and beams remain under the porch ceiling within the enclosures. Cedar shingles remain present under the later raised-seam metal roof as viewed from the attic through open sheathing.

The main house consists of the two-room side-gabled block and two-rooms in the rear ell. Most rooms include – some remain apparent, others covered and then revealed – doors with transoms to the porch. Historic entries to the porch included transoms, though all were infilled or altered, presumably when the porch was enclosed. An interior chimney was present between the two rooms in the ell (also observed in the attic), though no evidence of the chimney cap remains above the roof.

The side-gabled first floor block includes a great room (parlor) and dining room. The front door enters the parlor which contains the straight run open staircase and a chimney piece on the end wall. The staircase features turned balusters and newel post and the stair ends are closed. The wooden chimney pieces in the parlor and dining room are more elaborate than others in the house. Columns from that in the parlor were removed, as evident by the remaining column caps. Its frieze consists of a central sun with flanking wings motif and an egg-and-dart-like trim. A simple mantel shelf is edged with molding and a mirror is present above. The dining room is right of the front door and also features a chimney piece on the end wall. Its chimney piece has turned columns that feature concave, reeded capitals with a simple hanging floral element and attached carved knobs. The frieze consists of a series of beaded boards with a central sun flanked by a floral element. A simple wood mantel shelf is edged with molding. A chair rail is also present in the dining room.

The second floor consists of a hall surrounding the stair. The five-panel (three wood panel below two glass panels) door to the second-story balcony is accessed by this hall, and a room on either side. The second-story retains two tri-partite chimney pieces, with pilasters and brackets supporting the mantel shelf. This mantel is consistent with those in the first-story ell. A third was covered by brick and a fourth – in the rear ell room, which was converted to a kitchen when the second story was converted to an apartment – apparently removed. A hall traverses the east side of the rooms in the ell.



**Jesse Trader House, straight-run, open stairs**

*Apartment Building*

The two-story, rectilinear concrete-block apartment building is located at the end of the asphalt driveway, northeast of the main house. The apartment is side gabled with asphalt roofing, exposed rafter tails and plank wood sheathing. Asbestos tiles fill the gable ends which contain rectangular wood gable vents. Originally constructed as a single four-room unit over a two-car garage, the first story has since been converted to a second apartment unit. The garage doors were infilled with concrete block and include vinyl sliding windows and vinyl siding; a vinyl door with vinyl storm door is also present in the right (east) void with wood-framed gable hood. A concrete stair with metal railing traverses the east elevation of the building to the second-story entry in the gable end. The door is a vinyl replacement and has a vinyl storm door. An external concrete-block chimney – added with the conversion of the garage to an apartment – is located on the east elevation. A small concrete-block shed lean-to with a wood panel door is present on the north elevation.

Four historic steel casement windows remain in the building over a header course brick sill and with steel lintels. Two sixteen-light casement windows are present in the second story of the façade (south elevation); a six-light casement under a shed hood on the first story west elevation; and a four-light casement in the second story west elevation. A single six-over-six wood sash is present under the exterior stairway; otherwise, windows are vinyl replacements.



**Jesse Trader House, Victorian mantels in parlor (top) and dining room (below)**



**Jesse Trader House, Apartment Building (1950) façade (south facing), view to the northwest.**



**Jesse Trader House, Apartment Building (1950) east elevation, view to the northwest.**



**Jesse Trader House, Apartment Building (1950) rear (north) elevation, view to the south.**



**Jesse Trader House, Apartment Building (1950) west elevation, view to the northeast.**

The interior of the apartment building was surveyed with the current owner. The first floor is being renovated by the owner for living space and most floor coverings have been removed. A concrete floor is visible in most areas, though a linoleum application is still present in some areas. As a former garage, it is assumed the floor was originally concrete. A single concrete block column is located centrally in the first floor. A bathtub also remains in the rear of the first floor and corresponds to a bathroom installed during the conversion of the garage to an apartment. The ceilings expose the joists and second story sub-floor. The walls are exposed concrete block.

The second story is divided into four rooms. The interior organization appears to be original to the 1950 apartment and consists of a common area and kitchen in the front (south) and two bedrooms with a shared bathroom between in the back (north). The common area is separated from the kitchen by a stepped, frame skirt wall. The kitchen sink corresponds to the four-light casement window. The central bathroom, accessed by either bed room, features historic floor covering, bathtub and sink. The toilet is a replacement.



**Jesse Trader House, Apartment Building (1950) first floor interior, view to the northwest.**





**Jesse Trader House, Apartment Building (1950) second story apartment interior, view to the west in the common area.**

### *Outbuildings*

Five historic outbuildings are present on the property: a ca. 1950 concrete-block boiler room; a frame shed-roof well house; and a cluster of three small frame structures. The boiler room is located in close proximity to the northwest corner of the main house. It is a simple square, one-story concrete-block building with a very low-pitched shed roof and a two-story interior brick chimney on the east elevation. An aluminum exhaust pipe rises from the center of the roof. A batten door is present in the east elevation and an infilled window on the north elevation. The small wood frame well house has flush board siding and a shed roof with asphalt shingles. A piece of plywood functions as the door and is located on the west elevation.

The outbuildings are located north of the main house and west of the ca. 1950 apartment building and consist of two storage sheds and a tractor shed. Outbuilding 1 is a simple frame, front-gabled, vertical board and batten storage shed that sits directly on the ground. The roof has open sheathing and is covered with raised-seam metal. A door opening is located in the south elevation, but a door is not present. The battens are located on the interior of the structure and consist of a random assemblage of excess interior wood materials (e.g., pine board flooring, molding, and rough lumber). The assemblage of interior battens suggest Outbuilding 1 was constructed at roughly the same time as the main house, ca. 1910.

Outbuilding 2 is a front-gabled tractor shed located north of Outbuilding 1. Outbuilding 2 is also a simple frame building set directly on the ground with open sheathing and a raised-seam metal roof with exposed rafters. The opening is located in the west elevation and the building is clad in weatherboard. It

was noted that the upper four to five cladding boards are interior baseboard, with the molding on the interior. Similar to Outbuilding 2, based on the use of finish materials from the construction of the main house in the construction of the tractor shed, it seems likely that Outbuilding 2 was also constructed at the same time, or shortly after, the main house, ca. 1910.

Outbuilding 3 is located between Outbuilding 1 and the 1950 concrete block apartment building. The gabled storage shed is the largest of the three outbuildings and is set on concrete blocks with a raised wood floor. The walls are vertical boards, and a locked batten door is present in the south elevation. The roofing is raised-seam metal on open sheathing. A single two-over-two wood sash is located in the east elevation. The window is oversized for the opening.



**Jesse Trader House, Boiler Room located at the northwest corner of the house; view to the southwest.**



**Jesse Trader House Well House, view to the northeast. Outbuilding 3 (left) and apartment building (right) in background.**



**Jesse Trader House, outbuildings and apartment building, elevated view to the northeast.**



**Jesse Trader House, Outbuilding 1, view to the northwest. Outbuilding 2 in background.**



**Jesse Trader House, Outbuilding 2, view to the southeast. Outbuilding 1 in background.**



**Jesse Trader House, Outbuilding 3, view to the northeast. Apartment building in background.**

### *Landscape & Surrounds*

The roughly 3.5-acre property is irregular in shape and is deeper than it is wide. A concrete walkway connects the front door with Miller Boulevard through a chain-link fence gate. The driveway is located east of the house and terminates at the two-story concrete-block apartment building. A chain-link fence traverses the property boundary which has become partially overgrown with bamboo. Views to the house from the public right of way are limited due to vegetation. Though overgrown on its edges, the interior of the roughly 3.5-acre property is grassed with informal plantings, and a couple of mature live oak trees shade the house. A few other mature trees are located on the fringes of the yard, including magnolia and pine. Foundation plantings are also present along the façade and east elevation. Three historic outbuildings are closely spaced within the lawn north of the house; the well house is located east of the house; and the apartment building stands northeast of the house, at the north terminus of the asphalt driveway.

The west parcel boundary appears to follow a stream which has become overgrown with bamboo. The north end of the parcel is also overgrown, primarily with pine and a thick understory. The interior of the yard is grassed. A chain-link fence is present along Miller Boulevard (NC 101) and traverses the west side of the driveway to meet the house – somewhat forming a fenced-in front yard – and the majority of the west side of the parcel. A wood privacy fence is located along most of the east parcel boundary.



**Jesse Trader House façade from the south side of Miller Boulevard, view to the north.**



**Jesse Trader House, view to the south from front yard to the Hugh Trader Store (CV1216) on the south side of Miller Boulevard.**



**Jesse Trader House, view from the southeast property corner showing the house and 1950 apartment building.**

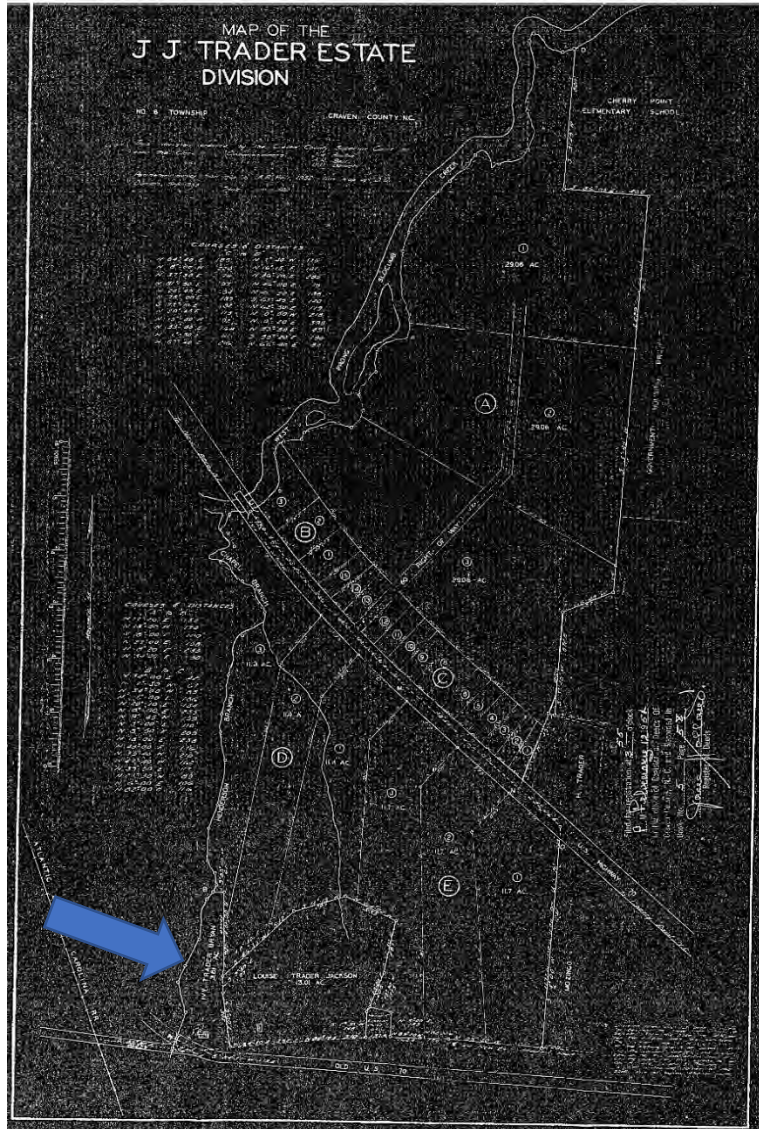


**Jesse Trader House backyard, elevated view to the north.**

## Historic Context

The Craven County Tax Assessor dates the Jesse Trader House to 1935; Peter Sandbeck attributed a ca. 1910 build date in his 1981 survey. The style and form of the house, as well as a few architectural elements support the ca. 1910 build date.

The house was built for John Jesse Trader (October 24, 1865–May 17, 1947), reportedly replacing his earlier one-story house on the site.<sup>11</sup> It is unknown when Jesse Trader arrived in Havelock, though local histories name the Traders as among the largest land holders in Havelock at the turn of the twentieth century (Exhibit 9).

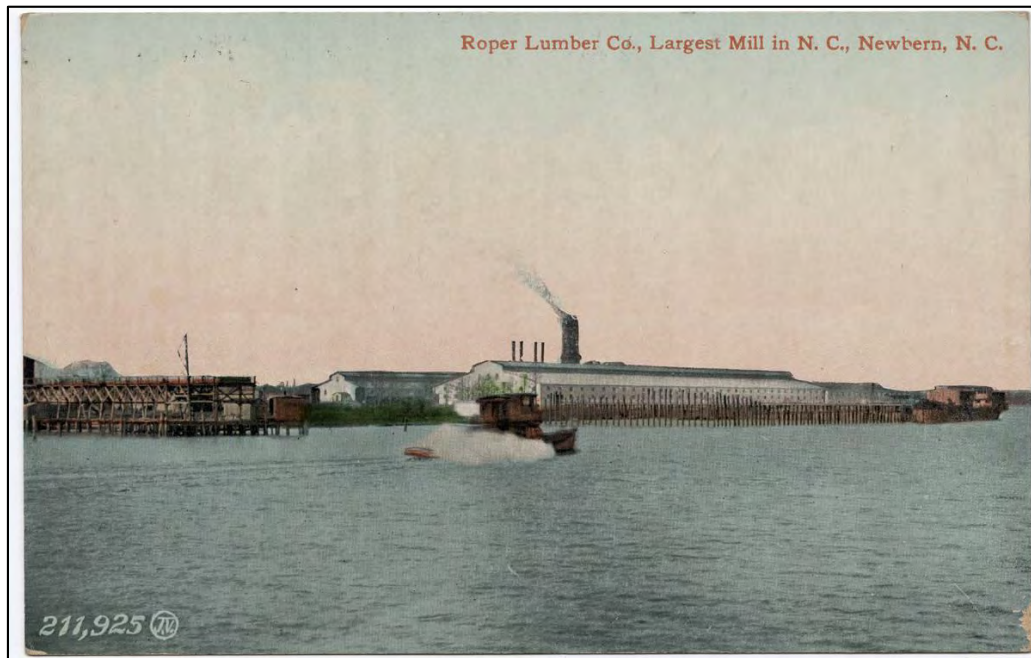


*Exhibit 9. A 1953 Plat showing the JJ (Jesse) Trader Estate, extending from Miller Boulevard (“Old US 70”) at the south to north of US 70. The Jesse Trader House is situated in the southwest corner of this plat. (Source: Craven County Register of Deeds, Map Book 5 Page 58.)*

<sup>11</sup> NCHPO Architectural Survey File, CV1198.



Jesse Trader was a purchasing agent for the Roper Lumber Company's mill on nearby Slocum Creek.<sup>12</sup> Following the Civil War, a wave of immigration spurred a huge demand for housing nationwide. The re-establishment and expansion of the railroads through this period, and the application of steam power in logging and saw mills coalesced in a timber boom in Eastern North Carolina, Craven County included, where vast stands of old growth loblolly pines were harvested. By 1920, there were sixteen lumber mills in the New Bern area; the Roper Lumber Company was the largest, with a holding of about 800,000 acres. The company marketed "North Carolina Pine" kiln-dried lumber to all major Northeast cities.<sup>13</sup>



*Exhibit 10. "Roper Lumber Co., Largest Mill in N.C., Newbern, N.C.," ca. 1905-1915 postcard. Message on back of card reads: "The self-feeding planning will here run thro' 200 feet a minute. My friend tonight [from] Portland Me. graduated from Yale Forestry School & is creating & [illegible] a fine system of machines." Courtesy of North Carolina Postcards, North Carolina Collection, UNC-Chapel Hill; filename: P077-4-561. Accessed on-line at [https://dc.lib.unc.edu/cdm/singleitem/collection/nc\\_post/id/3554](https://dc.lib.unc.edu/cdm/singleitem/collection/nc_post/id/3554)*

Several additions and alterations occurred to the house over its useful life that corresponded to the incorporation of new technologies, evolving family needs, and eventually the conversion of the single-family house to two apartments. The original wrap-around porch accommodated the earliest expansions in the 1950s and 1960s based on materials. Several alterations may be attributed to the sealing of the house for modern heating and cooling systems, including the enclosure of the foundation. This shift in household technology may have also corresponded to the reduced importance of the wrap-around porch and ushered the enclosure of the east elevation in full thereafter. The boiler room appears in a ca. 1960 photograph, indicating the heating system was installed in the 1950s or early 1960s.

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<sup>12</sup> Ibid.

<sup>13</sup> Hughes, nd.



*Exhibit 11. Ca. 1930s photograph of the Jesse Trader House, view to the northeast. Note the southeast corner of the wrap around porch remains open, as does the brick pier foundation. A raised-seam metal roof is also in place at this time, and appears to have been installed over cedar shingles, as viewed from attic. Photo courtesy of Will Lewis.*



*Exhibit 12. Ca. 1960 photograph of the west elevation of the Jesse Trader House, view to the southeast. Note the boiler room at left frame is in place, though the small closet at the end of the porch is not yet present. The brick pier foundation under the porch has also been infilled. Photo courtesy of Will Lewis.*

The concrete block apartment building bears the date 1950 inscribed in a concrete step, firmly establishing its completion date (Exhibit 11). The building may have been constructed for adult family members, or as a supplemental income generator. Considering the rather intimate relation between the house and apartment, the former is suspected. The most notable change to the historic apartment building is the conversion of the first floor to an apartment. A historic photograph also reveals the second-story exterior stairs included wood balusters, opposed to the metal ones currently in place, and a gabled hood projecting above the second-story entry. Also of note is the absence of the exterior concrete block chimney.



*Exhibit 13. Ca. 1950s photograph of the apartment building on the Jesse Trader property, view to the north. The building originally included a two-car garage on the first floor. Note the presence of Outbuilding 3 at frame left. Photo courtesy of Will Lewis.*

Based on the interview with the owner, the property came into disuse by the 1970s. Soon thereafter, the Jesse Trader House was converted to two apartment units. It is possible the garage in the apartment building was also converted at this time. The property would have contained four apartment units. Units were rented as recently as four years ago, according to the current owner. The current owner purchased the property in 2017 with the intention of rehabilitating the Jesse Trader House to single-family use.

### **Architectural Context**

The Jesse Trader House conforms to a plan type and form popular throughout America between about 1870 and 1920. Two-story, single-pile, gable- or hip-roofed houses with center-hall plans, often with rear ell and (usually) modest ornamentation, proliferated throughout North Carolina during the later decades of the nineteenth- and early decades of the twentieth-centuries. At the time of his 1981 survey, Sandbeck noted the Jesse Trader House was the most substantial turn of the century dwelling in Havelock. The Jesse Trader House consists of five bays, representing a larger – and locally unique – example from its period of construction.

Sandbeck cites Craven County's slow recovery during the post-Civil War years as contributing to the prolonged dominance of conservative, traditional building practices. Nationally-popular architectural styles of the late-nineteenth and early-twentieth century were rarely employed in the county. As a result, simple one- and two-story gable-roofed houses predominated until after 1900. Larger two-story gable-roofed farmhouses became increasingly common in the county between 1880 and 1920, replacing the one-story variety. Most surviving examples, according to Sandbeck, are plainly-finished and lack the ornamental detailing usually associated with the Italianate or later Queen Anne styles then popular in much of the state.<sup>14</sup>

In his later county publication, Sandbeck stated that almost all two-story gable-roofed farmhouses were three bays wide with single pile, center-hall plans. The Taylor-Bell House (CV1188) and Ipock-Lancaster-Beaman Farm (CV0391) date from the end of the nineteenth century and exhibit the type well. Both houses feature prominent two-story pedimented porticos with sawnwork baluster. Aside from the baluster, the Taylor-Bell House is plainly finished (Exhibit 14). The Ipock-Lancaster-Beaman Farm farmhouse incorporates elements of the Italianate style, including decorative brackets and molded panels in the front gable (Exhibit 15).



*Exhibit 14. Taylor-Bell House, view to the north*



*Exhibit 15. Ipock-Lancaster-Beaman Farm, view to the south*

Though referred to as a “farmhouse” based on its form and style, the Jesse Trader House lacks the corresponding collection of agricultural outbuildings. Historic photographs reveal the former presence of a barn on the property. The presence of trellises on the site further indicate farming at a small scale. However, farming was not the primary means of subsistence for the Traders. As a purchasing agent with a familial association with a successful local country store (i.e., Hugh Trader Store (CV1216)), the Traders made a comfortable living outside – though tangential to – the predominant agricultural economy. The outbuildings on the property are generally small and appear to have primarily been used to store household and lawn items and equipment. The apartment building employs some elements of prevailing architectural styles at the time, such as flat and uniform wall treatments and steel casement windows.

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<sup>14</sup> Sandbeck, 1988: 483-485.

## **Integrity**

There is no evidence to suggest any of the structures have been moved from their original sites on the property; therefore, integrity of location is intact. The property retains its historic setting, feeling and association. Two live oak trees, reportedly about 100 years old, shade the western side of the house within the informal lawn. The house and associated outbuildings, including the 1950 apartment building, reflect their period of construction, and the recently purchased property undergoing rehabilitation will resume use as a single-family residence.

The outbuildings have experienced relatively little alterations, though allowed to deteriorate. As such, the outbuildings also retain integrity of design, materials, and workmanship. Integrity of design, materials, and workmanship for the Jesse Trader House and the 1950 apartment building are addressed individually below.

### *Jesse Trader House*

Despite multiple additions, including the enclosure of portions of the wrap-around porch, the house's design, materials, and workmanship remain largely intact. Though additions on the east side of the house obscure the building footprint, the porch roofline and interior materials accurately delineate the historic construction. Windows, doors, porch elements, and exterior cladding represent a substantial collection of historic materials that convey workmanship. Interior materials are also largely intact, subsequent updates typically covering historic finishes (e.g., flush board and beadboard walls and ceilings, crown molding, etc.) including pine board flooring, base boards, mantels, balusters, and interior doors. Further, the construction of an interior bathroom (concrete block enclosure in the northeast corner of house) and the nearby boiler room utilized historic materials in the evolution of the historic house to incorporate new plumbing and heating technologies.

### *Apartment Building*

Additions and alterations to the 1950 apartment building diminish its integrity of design, materials, and workmanship. Whereas, additions and alterations to the Jesse Trader House also convey the evolution of the building over time, a substantial collection of historic materials continues to convey the relative integrity of the house. Historic photographs indicate the apartment building was designed with a two-car garage beneath the four-room second floor apartment. The loss of this feature, and subsequent alterations to convert the first floor to another apartment, have altered the original design. Though a few casement windows remain, and the concrete block construction is evident, several vinyl windows, in addition to the enclosure of garage doors with vinyl siding, windows, and door, diminish the material and workmanship integrity of the apartment building.

## **National Register Criteria Evaluation**

The Jesse Trader House was evaluated for eligibility for listing in the NR using the National Register Criteria for Evaluation as outlined in 36 CFR Part 60.4. There are no known associations with events that have made a significant contribution to the broad patterns of local, state, or national history; therefore, the resource is not considered eligible under Criterion A. The resource is unlikely to contribute significant information pertaining to building technology or historical documentation not otherwise accessible from other extant resources and written records, and is therefore not considered eligible under Criterion D.

The Jesse Trader House was evaluated under Criterion B for its association with Jesse Trader. Research revealed that the Trader family owned large tracts of land in the Havelock area in the early twentieth century, and the Trader name is associated with early development of Havelock. Jesse Trader occupied a position of rank in the Roper Lumber Company, an important local firm engaged in lumbering of the area. However, research did not reveal specific information about Jesse Trader's activities and their impact locally or that he made a significant contribution to local historic events or trends. Therefore, the Jesse Trader House is not considered eligible under Criterion B.

The Jesse Trader House is eligible for the NR under Criterion C for architecture. Despite several additions and alterations to the house, the Jesse Trader House's traditional form remains readily apparent. The five-bay, two-story, single pile, side gabled house is representative of the form – though slightly larger than the usual three-bay version – common to domestic construction in turn-of-the-century Craven County. It is illustrative of the plain finishes and minimal ornamental detailing that characterized local domestic architecture from this period. The window openings in the first-story façade are taller and narrower than those present in secondary elevations and the second-story – a point of relative design sophistication. Historic materials remain intact on the exterior, and the interior survey revealed many historic materials and finishes remain in place below later coverings. As a representative example of early-twentieth-century domestic architecture in rural Craven County, the Jesse Trader House is considered eligible for listing in the National Register under Criterion C.

The associated apartment building and collection of outbuildings do not contribute to the Jesse Trader House's architectural significance nor are they individually eligible. The outbuildings are utilitarian in form and construction and represent the evolution of the property. Though they are associated with the historic use of the property, they do not represent a significant collection of outbuildings unified for a specific productive use. The apartment building was altered from a single, four-room apartment over a garage to two four-room units. As a result, the design of the apartment building is compromised.

#### **National Register Eligible Boundary**

The proposed NR-eligible boundary for the Jesse Trader House corresponds to the current parcel boundary (Craven County Parcel ID 6-054-016), approximately 3.5 acres. The current parcel was conveyed with the Jesse Trader House in the 1953 division of the J.J. Trader Estate and represents a small portion of the larger historic Trader estate. Though the outbuildings and apartments on the property do not contribute to the resource's architectural significance, they do not substantially alter the resource's setting. The parcel has become overgrown in the rear; however, research did not reveal a significant association with a productive use of the property (e.g., agriculture).



**Legend**

- Jesse Trader House Boundary
- Jesse Trader House
- Noncontributing Building

**Jesse Trader House (CV1198) Proposed NR Boundary**

TIP Project No. U-3431  
 Widen SR 1763 (Miller Boulevard) /  
 NC 101 (Fontana Boulevard) from  
 SR 1756 (Lake Road) to Outer Banks Drive  
 Havelock, Craven County

## VII. Hugh Trader Store (CV1216): Property Description and Evaluation

<b>Resource Name</b>	Hugh Trader Store
<b>HPO Survey Site #</b>	CV1216
<b>Address</b>	409 Miller Boulevard
<b>PIN</b>	6-054-3000
<b>Date(s) of Construction</b>	Ca. 1920
<b>Recommendation</b>	Eligible



**Hugh Trader Store, oblique view of the façade and east elevation, view to the southwest.**

### Physical Description

The Hugh Trader Store, located at 409 Miller Boulevard, was previously identified and assigned NCHPO Site Survey Number CV1216. In 2002, the Havelock Historical Preservation Society (now defunct) submitted documentation to the North Carolina Register Advisory Committee (NRAC) for the Hugh Trader Store. Based on the submittal, NRAC concluded the property is potentially eligible for the National Register and added the Hugh Trader Store to the Study List. Hugh Trader is the son of Jesse Trader, for whom the home at 406 Miller Boulevard (CV1198) – directly across the street – is attributed. The one-story three-bay gable front frame country store is located along the south side of Miller Boulevard.

The roughly twenty by forty (including canopy extension) front-gable frame building is clad with weatherboard and includes corner boards. The rear (south) gable end features a boxed cornice return, while the north facing gable associated with the canopy extension is open. This appears to be the result of an alteration to the canopy extension. The “Hugh Trader” sign extends from the front gable on a



simple metal post and is supported by cable guys. A Coca-Cola sign hangs below the Hugh Trader placard. The gable canopy extension is supported by wood posts and up braces at the storefront and by brick piers with concrete caps on battered concrete footers at the street. Small concrete islands extend from the interior of the piers and support replica Texaco gasoline pumps. The canopy ceiling is beadboard with crown molding. The roof is unified under a raised-seam metal cladding. The building sits on concrete footers and a combination of concrete block and brick piers.



**Hugh Trader Store, oblique view of the façade and west elevation, view to the southeast**

The front (north) and rear (south) elevations are identical and feature a symmetrical three bay treatment, with a centered double-leaf batten door flanked by six-over-six wood sash behind swinging wood batten shutters. The batten doors are accompanied by paired wood frame screen doors. A wood ADA ramp accesses the rear doors. Three two-light wood awning windows are located high on the east elevation. The windows are protected with metal security bars. The awning windows are pulled open from the top on the interior of the building. The Coca-Cola painted sign on the west elevation is a reproduction, completed in 2008.



**Hugh Trader Store, façade (north facing) detail of entry, under canopy**



**Hugh Trader Store, oblique view of the rear (south) and east elevations, view to the northwest**

The interior of the store was surveyed. Pine floors and flush board walls and ceilings are present throughout. Window and door openings include simple, flush board surrounds. The east side of the store is lined with simple wood shelving the length of the wall. It is unknown whether the shelving is original. A cast iron “pot-bellied” wood stove is present in the front center of the store and is set on a raised tiled stand. An aluminum pipe vents the stove through the ceiling. A series of drop lights are located along the center axis of the ceiling; fixture covers were noted in close proximity to the current fixtures indicating the lights (and wiring) were presumably updated and realigned.



**Hugh Trader Store interior view to the south**



**Hugh Trader Store interior detail view of the west wall, showing the two-light awning windows.**

A combination of concrete and asphalt pavement arcs from Miller Boulevard to the storefront, and continues under the canopy. The attached front-gable extended canopy protrudes up to five feet into the NCDOT right-of-way along Miller Boulevard based on county records. A brick walkway extends the length of the west elevation, and a poured concrete walkway along the east elevation. The two join behind the store. As mentioned, a wood deck and ramp provide access to the back door. The grounds are grassed. The Havelock Station Depot (CV1137) is located behind the store.



**Hugh Trader Store, view to the east along Miller Boulevard**

### **Historic Context**

Secondary documents offer a range of dates for the establishment of the store, from 1901 to 1930. The 1981 survey conducted by Peter Sandbeck suggests a ca. 1920 build date. Havelock City Historian Edward Ellis cites a 1924 founding of the Hugh Trader Store.<sup>15</sup> The ca. 1920 date from the previous survey is retained.

In 1890, Havelock had a population of 20, one general store, and two steam sawmills. Growth during the 1890s was rapid, due in large part to the construction of the Roper Lumber Company's mill on Slocum Creek near its mouth. The 1897 "Branson's Business Directory" lists a population of 100, served by four general stores.<sup>16</sup> A local newspaper affirms that original Trader Store transaction logs date to as early as 1901. (This early date was not independently verified by research for this project and stands out as an isolated early date.) The article went on to relate that the store used to buy items wholesale from Lucas and Lewis of New Bern. A 1924 purchase order from J.J. (Jesse) Trader included sugar for eight cents a

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<sup>15</sup> Ellis, 2005:98.

<sup>16</sup> NCHPO Architectural Survey File, CV1216.

pound and cabbage for two cents a pound. One box of 125 apples cost \$2.75. A dozen lanterns were bought for \$7. A dozen pairs of men's overalls were bought for \$16.<sup>17</sup>

By 1916 a two-story country store was present near the current Hugh Trader Store site (Exhibit 16). The historic photograph below captures a busy scene at the railroad crossing with the two-story country store on the opposite (east) side of the tracks from the Havelock Station Depot. A gabled structure is visible in the background; however, it cannot definitively be identified as the one-story Trader Store. It is also possible the store is out of the frame. Ellis remarks that in the 1920s the Trader Store was “rolled across the road on logs to its present location.”<sup>18</sup>



*Exhibit 16. Havelock, 1916, view to the east across the railroad tracks along the old Beaufort Road (current Miller Boulevard) from the Havelock depot. The gabled structure in the background may be the Trader Store. Credit: In This Small Place, Edward Ellis (2005, 98).*

Little corroborating information was revealed through research regarding an early relocation of the store. The same account was given during the field interview with the current mayor who noted that the structure is identical on both ends – suggesting a move would not have required rotating the store. Such a move suggests it was originally constructed on the Jesse Trader House property, directly north of the current location. This seems plausible, as records indicate Jesse Trader was involved in the early operations of the store with his son Hugh. Further, this trend is in line with observations made in NCDOT’s *Historic Store Context*, that many proprietors resided near their stores to protect merchandise and monitor customer traffic.<sup>19</sup>

A review of Edward Ellis’ collection at the Joyner Library Special Collections revealed a single historic picture dated (with a question mark) to 1923 (Exhibit 17). The photograph shows a truncated storefront (i.e., without the extended canopy) and set well above the ground surface with a front porch with turned posts. (It was noted that the turned posts resemble those present on the Jesse Trader House

<sup>17</sup> Wilson, Drew C. “Interested in history? Preservation group wants you”. *Havelock News*, July 22, 2008.

<sup>18</sup> Ellis, 2005: 98.

<sup>19</sup> Fearnbach, 2012: 6.

(CV1198)). Though no directional information accompanies the historic photograph, and no definable surrounding features are visible, it does suggest the store occupied a different setting at that date.



Exhibit 17. "Trader Store 1923?". Credit: Edward Ellis Collection, ECU Joyner Library Special Collection.

It seems clear the store was in operation by the 1920s. During the 1930s, the store became the stopping off point for hunters and farmers. It is reported that one of the most famous visitors was Babe Ruth, a frequent visitor to the area on hunting excursions. After 1941, the Trader Store became an unofficial welcoming station for Marines on route to Cherry Point MCAS. Marines would get off the train and walk to the nearby store to catch the bus to the base.

"Trader's is like no ordinary store. It is one of those wonderful mercantile establishments commonly known as the 'typical country store' where one can buy anything from hairpins to horse collars," reported *The Havelock Journal* in 1952. Meats, cheese, fruits, vegetables, auto parts, horse liniment and pig feed were all stocked in the store for the residents of all the communities of the area. "Between New Bern and Morehead City, Trader's was all there was for people who needed supplies." People also came to Trader's to use the hand-crank telephone, one of two in town. The other telephone was located at the train station, and it was for official railroad use only.<sup>20</sup>

A remembrance of Hugh Trader is posted in the store and is transcribed below, in part:

"An era has closed with the death of Hugh Trader. With his passing the last link between the old and the new Havelock has been snapped.

"For decades prior to the bulldozer's first swipe into the roots and swampland of today's concrete runways on the Station, residents and sportsmen, strangers to the area knew his store and knew him.

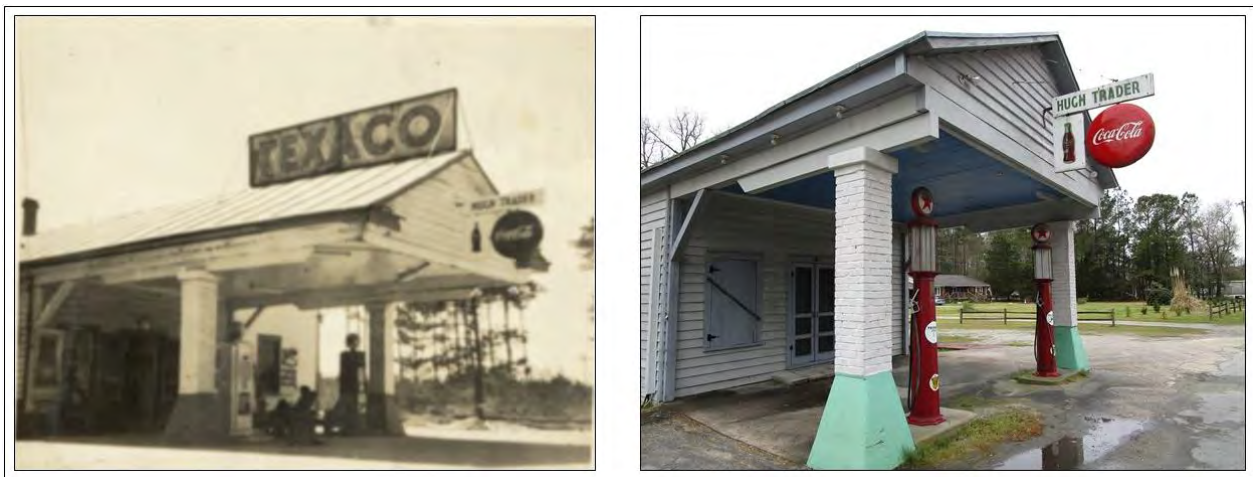
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<sup>20</sup> Unknown. "The heart of old Havelock". *Havelock News*, June 24, 2009.

“In those frenzied months which followed the opening of construction for the Station, his general store became the center of activity, where money was unimportant if the supply of merchandise was not available.

“Known by thousands, and to each a friend, Hugh Trader extended the quick helping hand of friendship without being asked. He offered advice and counseling only when it was sought. He kept locked deep within him the secrets of the countless number of families he helped and comforted during the darkest days of the 30’s and the early days of the 40’s....”

Review of historic photographs reveal a couple additions to the Hugh Trader Store. An undated historic photograph from Ellis’ *Historical Images of Havelock & Cherry Point* publication (2010) depicts the Hugh Trader Store’s front canopy extension. The front end of the extended canopy extends well beyond the concrete and brick columns. It was also noted that the front gable end includes boxed cornice returns and the wood support beam extends to an angled terminus short of the gable end. The current condition is a squared support beam and a gable end lacking boxed cornice returns (Exhibit 18). Contrary to reports that the building was moved again to achieve clearance for the improved Miller Boulevard right-of-way, it appears that a portion of the extended canopy was simply removed. The distance between the concrete and brick piers and the building itself does not appear to have changed. It is possible the building may have been moved back (south) at this time, too; it is clear, though, that the canopy was truncated.



*Exhibit 18. At left an undated historic photograph of the Hugh Trader Store showing an extended front gable canopy (Credit: Ellis 2005). At right is the condition as of April 2018. The distance between the columns and storefront do not appear to have changed; however, the extension beyond the piers has been shortened. Note the boxed cornice returns and angled beam support at left, compared with the squared beam and open gable at right.*

The store reportedly closed in the 1970s. After the store closed for business, the structure went into disrepair until the society took an interest in having it saved. Members mounted a major restoration project that was completed in April of 2003.<sup>21</sup>

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<sup>21</sup> Ibid.

## Architectural Context

The Hugh Trader Store is a one-room front-gabled store building that retains a high degree of material integrity. Several characteristics of the Hugh Trader Store align with observations made in the NCDOT *Historic Store Context*<sup>22</sup>. The early-twentieth-century simple weatherboarded store features a front-gable roof, rectangular footprint, and full-width front porch. It was noted in the context that one-story frame commercial buildings were much more common in rural areas historically, but that few remained (within the context's survey area; see footnote 23).

HPOWEB includes forty entries for "store" in Craven County, including the Hugh Trader Store. Fourteen examples are located in the New Bern Historic District boundary and consist primarily of two-story examples. Six are reported gone and two others determined ineligible. The ineligible determinations appear to be the result of the buildings' poor state of preservation and/or lacking integrity of location. The Gaskins House (CV0386) includes a one-story, three-bay, front-gable with clipped gable canopy frame store on the property. The store was determined ineligible because it was moved (lacking integrity of location) and was not sufficiently well-preserved.<sup>23</sup> The Fred Gaskin House and Store (CV1020), a small one-story, front-gable frame store, was determined ineligible due to deterioration.<sup>24</sup>

The ca. 1900 (former) Sunshine Service Station (CV0155) is located adjacent to the railroad tracks at 1017 N. Craven Street in Riverside (Exhibit 19). The three-bay store features a dominant hip-roofed canopy with a gable extension to the rear. The canopy is supported by wood posts on brick piers and includes beadboard in the ceiling. Otherwise, materials have been updated for modern retail use, including replacement siding, doors, and windows.



Exhibit 19. (former) Sunshine Service Station, view to the south.

The Hussey's General Store (CV1406) is a three-bay store with attached shed canopy and parapet roof (Exhibit 20). The store is situated on a residential lot near the center of the Dover community. The canted central double-leaf door is flanked by paired windows under the attached shed canopy, which is supported by four brick piers and wood posts. The canopy configuration, the store's position on the property, and the lack of associated gasoline pump features (e.g., concrete islands) suggest the Hussey's General Store did not double as a filling station. Corrugated metal siding is visible in several exposures beneath the vinyl replacement siding. The store includes a gable addition on the west elevation, and it appears as if the rear of the building has been elongated with gable additions.

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<sup>22</sup> Note: Inventoried store properties are located in McDowell, Rutherford, Burke, Caldwell, and Cleveland counties. Though these occur exclusively in the piedmont region, the dates of development and several characteristics noted in the context study also apply to this coastal plain resource.

<sup>23</sup> Little, 1990: 58.

<sup>24</sup> Child et al, 2002: 46.



The H.C. Woods Store (CV1271) is positioned at the intersection of Wintergreen Road with Dover Road approximately one and one-half mile north of Cove City in a rural setting (Exhibit 21). The three-bay, single-pile, front-gable with parapet store is associated with a hip-roofed cottage and several agricultural outbuildings on a large parcel. The attached gable canopy is supported by wood posts on brick piers. The clearance provided by the canopy does not seem adequate to accommodate a motor vehicle at a filling station. The small frame store features German siding, a double-leaf batten entry with flanking replacement windows and a rear lean-to addition.



*Exhibit 20. Hussey's General Store, view to the southeast*    *Exhibit 21. H.C. Woods Store, view to the northeast.*

In neighboring Lenoir County, the King Store is a contributing structure to the NR eligible Cobb-King-Humphrey House (LR1197; 1934 Highway 70 East, Kinston vicinity) (Exhibit 22). The ca. 1920s King Store is located directly west of the Cobb-King-Humphrey House, north of US 70. Described as a typical early-twentieth-century store, the frame building is three bays wide and two piles deep with a rear shed-roofed addition. The store is set on a concrete-block foundation and is clad in weatherboard. Standing-seam metal covers its low-sloped front-gabled roof. Paired double-hung two-over-two sash flank either side of the centrally placed door on the façade. The original front doors have been replaced with modern unadorned wooden doors. A secondary wood-batten door is located on the eastern elevation at the building's northeast corner. A single interior brick chimney stacksits on the building's ridgeline. A large overhang that would have shielded no-longer-extant gas pumps projects from the store's front. Two Craftsman-style columns of tapered posts on brick piers support it, and rafter tails are exposed at its gabled roof. It was also noted that the store's original shelving was retained on the interior.<sup>25</sup>



*Exhibit 22. The ca. 1920s King Store, contributing structure to the NR-eligible Cobb-King-Humphrey House; view to the northwest.*

<sup>25</sup> AECOM, 2017.

## **Integrity**

Integrity of location is complicated by the reported move in the 1920s, but the store, on its present site, maintains a roadside presence. The design of the store evolved to accommodate changing consumer needs, most notably the extension of the canopy to accommodate the roadside sale of gasoline on the busy route between the railroad and the new center of activity – Cherry Point MCAS east of US 70. The design and layout of the store remain relatively intact. The open interior would have housed shelves and counters to display a variety of goods. The most notable change is the lopping off a section of the extended canopy (ca. 1940s). Though a later addition, the apparent mutilation of the canopy represents a significant alteration; therefore, despite the relative intactness of the store itself, the integrity of its design has been compromised by the loss of a portion of the canopy.

Though the relocation of the Havelock Depot Station to the rear of the parcel represents a change, its presence does not detract from the resource's setting. The resource maintains its relationship with the road, conveying its historic setting. The Hugh Trader Store retains a significant collection of historic materials, including weatherboard siding, double-leaf door, sash, and shutters, as well as interior finishes. As such, integrity of workmanship is intact. Though no longer in commercial use, the store is identifiable as such and conveys the feeling and association of a roadside commercial property from its period of construction.

## **National Register Criteria Evaluation**

The Hugh Trader Store was evaluated for eligibility for listing in the NR using the National Register Criteria for Evaluation as outlined in 36 CFR Part 60.4. The resource is unlikely to contribute significant information pertaining to building technology or historical documentation not otherwise accessible from other extant resources and written records, and is therefore not considered eligible under Criterion D.

The Hugh Trader Store was evaluated under Criterion A for its association with local commercial history. Though research revealed that the Hugh Trader Store did not provide unique services or goods to the surrounding community, its status as one of only two general stores serving Havelock in the early twentieth century elevates its importance. This is strengthened by the absence of other surviving commercial properties in Havelock from that period of development. In close proximity to the Havelock Station Depot, the Hugh Trader Store served as a gathering place to the rural surrounding community. The Hugh Trader Store also served as an important landmark to arriving marines during the 1940s and served as a convenient location for supplies, and reportedly the location where the MCAS bus collected new arrivals. Considering its relatively intact status, the Hugh Trader Store conveys a significant association with the commercial history of Havelock.

The Hugh Trader Store was evaluated under Criterion B for its association with Hugh Trader. Research revealed that the Trader name is associated with early development of Havelock. Hugh – one of the sons of Jesse Trader, for whom the house north of Miller Boulevard is attributed (CV1198) – served the community as a purveyor of goods. While Hugh Trader was both a well-known and well-respected local businessman, he derived his identity chiefly from associations with occupational and social groups. Therefore, the Hugh Trader Store is considered not eligible under Criterion B.

The Hugh Trader Store is considered eligible for the NR under Criterion C as a good, representative, and well-preserved example of an early-twentieth-century store. Compared to other local examples, the

one-room three-bay front-gabled frame Hugh Trader Store is largely intact. Historic materials remain on the exterior and interior which convey integrity of design, feeling, and aesthetic as an early-twentieth-century store. Though the automobile filling station canopy does not appear to be an original feature of the store, it represents a historic addition that reflects the evolution of roadside commerce. Despite the truncation of the extended canopy, the front gable and support structure remain intact and adequately represent the design and construction of a filling station. Therefore, the Hugh Trader Store appears to be significant under Criterion C for its architecture.

#### **National Register Eligible Boundary**

The proposed NR-eligible boundary for the Hugh Trader Store corresponds with the current parcel boundary (Craven County Parcel ID 6-054-3000) and extends to the edge of pavement on Miller Boulevard. The legal parcel contains approximately 0.5 acre. Research indicates the parcel is associated with Hugh Trader and has been the site of the store since the 1920s. Because the resource's interface with the street is an important – though altered – feature of its historic significance, the boundary extends to the edge of pavement on Miller Boulevard. The extension of the boundary accounts for an addition approximately 0.025 acre. The total proposed boundary is approximately 0.6 acre. The proposed boundary includes the entire store – which extends beyond the legal parcel boundary – the paved approach to the canopy and grassed surrounds. Though the Havelock Station Depot (CV1137) was relocated to the rear of the parcel in 2006, its presence neither detracts from the resource's setting nor contributes to the Hugh Trader Store's significance.



**Legend**

- Hugh Trader Store Boundary
- Surveyed Property

Sources: NCOneMap, City of Havelock GIS, 2018.

**Hugh Trader Store (CV1216) Proposed NR Boundary**

STIP Project No. U-3431  
 Widen SR 1763 (Miller Boulevard) /  
 NC 101 (Fontana Boulevard) from  
 SR 1756 (Lake Road) to Outer Banks Drive  
 Havelock, Craven County

## VIII. Old Havelock Historic District: Property Description and Evaluation



**Old Havelock Historic District, view to the east along Miller Boulevard. Lake Road continues to the south (right of frame) on the west side of the tracks; Church Road continues north (left frame) on the east side of the tracks.**

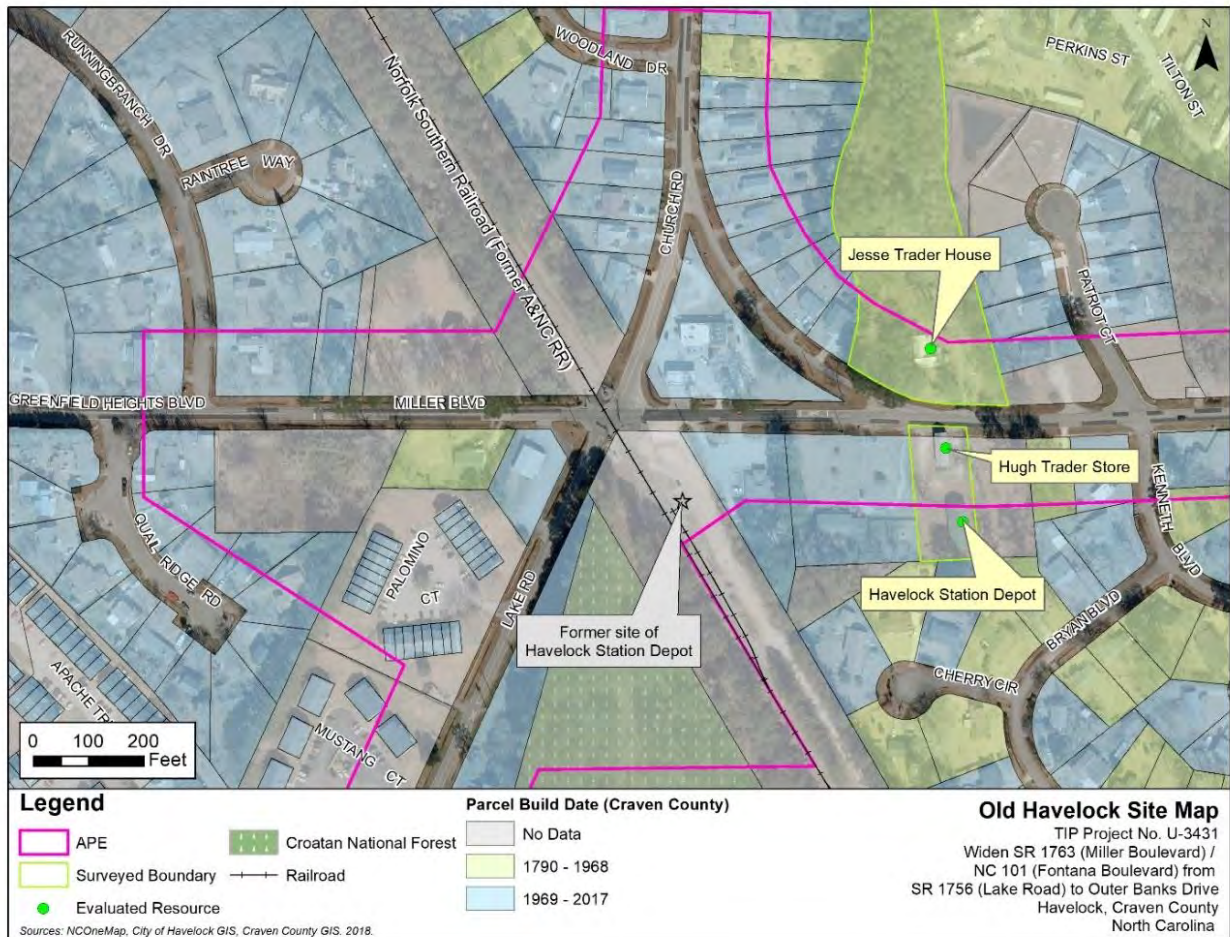
### Physical Description

As the three remaining buildings associated with Havelock's early twentieth-century development, the resources were assessed as a potential district. For the purposes of this assessment, the area of investigation focused on the railroad crossing around which town development organized prior to the 1940s. This area roughly corresponds with the Havelock Multiple Structures Form (CV2261) completed by Sandbeck in 1981. The existing NCHPO survey site file for CV2261 has been updated for this survey.

The former A&NC railroad line (currently Norfolk Southern) remains in its original location and traverses the APE in a northwesterly direction, crossing the Miller Boulevard/Church Road/Lake Road intersection at an angle. A short railroad siding parallels the east side of the tracks south of Miller Boulevard. The three individually evaluated resources included in this report are located approximately 600 feet east of the crossing. A modern gas station and veterinary's office are located between the resources and the tracks.

The area surrounding the railroad crossing is characterized by suburban residential development with a few commercial properties at the six-point (including railroad) intersection, including an HVAC repair office on the west side of the tracks in addition to those mentioned above. Mostly post-1990 houses line Church Road north of the railroad crossing to US 70. Post-1990 apartment complexes characterize Lake Road southwest of the railroad crossing, with a couple small, post-1969 residential neighborhoods along Miller Boulevard/ Greenfield Heights Boulevard west of the railroad. A post-World War II subdivision

with build dates ranging into the 1990s is located east of the railroad crossing and south of Miller Boulevard. A sidewalk traverses the south side of Miller Boulevard in this area. Otherwise, sidewalks are not present along the area roadways.





**Old Havelock Historic District, view to the northwest from the railroad siding.**



**Old Havelock Historic District, view to the east along Miller Boulevard. The Hugh Trader Store is at left, and Jesse Trader House is visible at right.**



**Old Havelock Historic District, view to the north towards the railroad crossing along Lake Road.**



**Old Havelock Historic District, view to the east along Miller Boulevard/Greenfield Heights Boulevard.**





**Old Havelock Historic District, view to the north along Church Street from the railroad crossing.**

### **Historic Context**

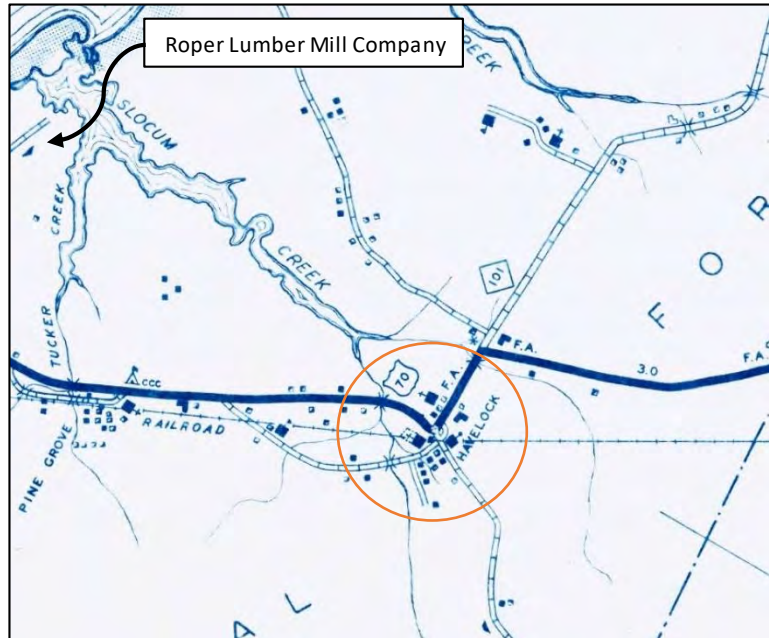
Old Havelock is located on high ground between the east and west prong of Slocum Creek. Farmers first settled here in the early nineteenth century, but the area remained unnamed until 1857 when the Goldsboro to Morehead City line of the A&NC reached this point. The crossing formed by the Beaufort Road and the railroad tracks was named Havelock, honoring Sir Henry Havelock (1795-1857), the British Major General and noted Baptist layman who relieved the British forces at Lucknow in India on September 25, 1857. The subsequent construction of a railroad freight and passenger depot stimulated development, with a post office established by 1884. In 1890, Havelock had a population of 20, one general store, and two steam sawmills. Growth during the 1890s was rapid, due in large part to the construction of the Roper Lumber Company's mill on Slocum Creek near its mouth. The 1897 "Branson's Business Directory" lists a population of 100, served by four general stores.<sup>26</sup>

The railroad crossing of Beaufort Road (current Miller Boulevard) introduced a focal point for community development after 1857, not unlike numerous rural communities throughout the country. As the major local transportation hub, the railroad served as the community center around which activity organized; information and goods concentrated at this point, and so did people – illustrated by the role the Hugh Trader Store (CV1216) served in the community. However, the built environment suggests Havelock remained relatively sparsely populated, as there is no evidence of a concentration of buildings at the railroad crossing.

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<sup>26</sup> NCHPO Architectural Survey File, CV2261.

Though the proximity of the Roper Lumber Mill Company at the mouth of Slocum Creek attracted growth in the area and contributed to the prosperity of some local residents – Jesse Trader served as a purchasing agent for the mill – it did not contribute to sustained development in town. The site of the mill was approximately seven miles northeast of Havelock. Unlike Dover, which was “built on the steam mills of the Goldsboro Lumber Company”<sup>27</sup>, Havelock did not experience a development boom associated with lumbering.



*Exhibit 23. Portion of 1938 map of Craven County. Roper Lumber Mill Company is identified at top left, and Old Havelock circled in orange. Note that north is skewed. Credit: North Carolina Maps, “Craven County, North Carolina (State Highway and Public Works Commission).*

By 1938, Old Havelock sat in the crook of US 70, a paved federal-aid road, and supported two churches (one with a cemetery), a post office (presumably in the railroad depot), a store (Hugh Trader Store), and multiple farm and tenant or seasonal houses (Exhibit 23). West and south of town, (current) Lake Road and (current) Miller Boulevard/ Greenfield Heights Boulevard are graded and drained.

Havelock remained a relatively small, disperse crossroads community until the 1940s. The establishment of Cherry Point MCAS in the early 1940s resulted in a shift in local development patterns. The military base supplanted the railroad crossing as the focus of town life and became the dominant economic driver. From this new center, development sprawled outwards in typical suburban fashion in the latter half of the twentieth century and engulfed the remnants of Old Havelock.

At the time of Sandbeck’s evaluation in 1981, four historic structures survived at the crossroads, among them the early-twentieth-century Hugh Trader house, the ca. 1920 Trader Store, and the “much altered” ca. 1886 Methodist Church. The Methodist Church is no longer extant and the Havelock Station Depot was relocated.

### **Architectural Context**

By the 1910s and 1920s the region’s small towns assumed a typical form, which many have maintained to the present. In the smaller towns, a business core of two to perhaps four or five blocks centers on the railroad and depot. Commercial buildings built from the 1890s to the 1920s replaced old frame buildings and consist of one- and two-story brick blocks with plate-glass windows and simple, corbeled brick cornices. Along intersecting or parallel streets stand a variety of service and commercial operations. The principal thoroughfare extending from the town center is lined by the houses of leading merchants in spacious yards under shade trees. Typical of houses in the county, domestic architecture was

<sup>27</sup> Watson, 1987: 516.

conservative, though incorporating elements of popular styles, including Queen Anne, Colonial Revival, and bungalow styles. Flanking the main avenue are grids of streets with middle-class houses in similar styles.<sup>28</sup>

Old Havelock did not conform to this typical plan, but remained a rural crossroads community into the 1940s. What growth occurred spread out along the existing road network, consisting of present Church Road, Lake Road and Miller Boulevard in the early-twentieth-century. The Jesse Trader House represents the single leading merchant house on the main thoroughfare. The five-bay, two-story, single pile, side gabled house is representative of the form – though slightly larger than the usual three-bay version – common to domestic construction in turn-of-the-century Craven County. It was described by Sandbeck (1981) as the most substantial house in Havelock. The one-story frame Hugh Trader Store represents a typical (and largely intact) early-twentieth-century store. The utilitarian Havelock Station Depot represents a late addition to the town center, having been rolled down the tracks from Riverdale in 1941. The depot was relocated again in 2006 and currently sits at the rear of the Hugh Trader Store parcel.

M. Ruth Little (1993) determined the crossroads of Clarks (CV1896), located northwest of New Bern, in Craven County, was potentially eligible for the NR because of its commercial and architectural significance (Exhibit 24). The crossroads community contains two substantial, two-story brick stores (the Register and Wetherington stores), a frame store, and three frame houses dating from the late nineteenth century and early twentieth centuries. Similar to Havelock, Clarks did not grow into a town as did the Craven County communities of Vanceboro,



*Exhibit 24: The crossroads community of Clarks, view to the south.*

Bridgeton, Dover and Cove City. Clarks occupied a significant niche in Craven County history as the center of the brickmaking industry. However, when the industry moved, Clarks ceased to grow and the small crossroads community survives much as it did in the 1920s.<sup>29</sup>

Other small county trading centers such as Vanceboro and Bridgeton contain a number of brick commercial buildings and multiple blocks of period residences. Havelock, unlike Clarks, does not appear to have thrived under the presence of a single industry, but remained a small agricultural community with the benefit of a train station that stimulated some commerce and trade. Further, Havelock continued to grow throughout the twentieth century. The 1940s arrival of MCAS Cherry Point represents a turning point in Havelock’s developmental history, one that continues to drive development today. As

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<sup>28</sup> Bishir 1996:53.

<sup>29</sup> Little, 1993:10.

a result, the crossroads at the center of Old Havelock has become overrun with incompatible, modern development.

### **Integrity**

As the major transportation routes remain in their original locations, integrity of location is intact. Havelock did not organize around a grid system like other small towns in eastern North Carolina, but was laid out along the roadways radiating from the railroad crossing. The expansion of the roadway network and the encroachment of modern development on all sides obscures the town's early-twentieth-century development patterns and compromises integrity of design and workmanship. The town's setting, feeling and association have likewise been compromised by the modern development that encircles the remaining individual resources. Though individual resources retain integrity of materials and workmanship, the overwhelming presence of modern development prevents the district from doing so. As a result, the district does not convey the feeling or aesthetic from its period of development.

### **National Register Criteria Evaluation**

The Old Havelock Historic District was evaluated for eligibility for listing in the NR using the National Register Criteria for Evaluation as outlined in 36 CFR Part 60.4. There are no known associations with persons that have made a significant contribution to the broad patterns of local, state, or national history; therefore, the resource is not considered eligible under Criterion B. Considering the extent of modern disturbance, the resource is unlikely to contribute significant information pertaining to building technology or historical documentation not otherwise accessible from other extant resources and written records, and is therefore not considered eligible under Criterion D.

The Old Havelock Historic District was evaluated under Criterion A for its association with community planning and development. The site of the railroad crossing served as the focal point for community development for nearly a century, from the railroad's arrival in 1857 and into the 1940s. However, that connection to the railroad was weakened with the removal of the depot – the symbolic center of the crossroads community – from its rail-side context and the encroachment of modern development. Research indicates that, in addition to the three remaining individual resources east of the railroad, a post office, two churches, and multiple other houses clustered around the crossing in the prewar years. These vital community buildings are no longer present. Suburban development has enveloped the crossroads community, diminishing the resources setting and design and obscuring the remnants of historic development patterns. As a result, the district does not constitute a significant concentration of buildings that represent early-twentieth-century community planning and development.

Though two individual resources (Jesse Trader House and Hugh Trader Store) are relatively intact and appear to possess significance under Criterion C, the district does not. The small collection of pre-World War II resources incorporate styles and forms common to residential and commercial buildings from that period. However, these few resources are overwhelmed by surrounding modern development and the district does not support a significant collection of early-twentieth-century architecture. Therefore, the Old Havelock Historic District appears to be not significant under Criterion C for its architecture.

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