



North Carolina Department of Cultural Resources
State Historic Preservation Office

David L. S. Brook, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary

Division of Archives and History
Jeffrey J. Crow, Director

June 12, 2001

MEMORANDUM

To: William Gilmore
Project Development & Environmental Analysis, NCDOT

From: David Brook *PSE for David Brook*

Re: Improve NC 24 from 2.8 miles east of I-95 to I-40, R-2303, Multi County, ER 01-9171

Thank you for your letter of May 4, 2000, transmitting the survey report addendum by Marvin A. Brown for the above project. We apologize for the delay in our response.

The report addendum is eloquently written and meets our office's guidelines and those of the Secretary of the Interior. For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following property is eligible for listing in the National Register of Historic Places under the criterion cited:

- Stedman Historic District under Criteria A and C as an intact example of a rural Cumberland County town that arose, along with a railroad line and depot, in the late nineteenth and early twentieth centuries. The boundaries shown are appropriate.

There are two additions to the report which would be helpful to the reader and ensure that the report, as outlined in our guidelines, serves as a stand-alone document. These are the addition of a map that shows the relationship of the Stedman Historic District to the area of potential effect for the improvement of NC 24 and the former rail lines' being shown on Figure 2. While the text states that the extent of the former rail line parcel is depicted on the map of the district, the move of the depot away from the tracks and encroachments between First and Second Street create some confusion. A label or the use of a symbol for the former railroad right-of-way could clarify this matter for the reader.

The above comments are offered in accord with Section 106 of the National Historic Preservation Act and the regulations of the Advisory Council on Historic Preservation at 36 CFR 800. If you have any questions concerning them, please contact Renee Gledhill-Earley at 733-4763. Thank you.

cc: Mary Pope Furr, NCDOT
Nicholas Graf, FHWA
Marvin A. Brown

bc: Brown/Montgomery ✓

	DOT	Location	Mailing Address	Telephone/Fax
Administration	County	507 N. Blount St, Raleigh, NC	4617 Mail Service Center, Raleigh 27699-4617	(919) 733-4763 • 733-8653
Restoration	RF	515 N. Blount St, Raleigh, NC	4613 Mail Service Center, Raleigh 27699-4613	(919) 733-6547 • 715-4801
Survey & Planning		515 N. Blount St, Raleigh, NC	4618 Mail Service Center, Raleigh 27699-4618	(919) 733-4763 • 715-4801

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**ADDENDUM
TO A
HISTORIC ARCHITECTURAL RESOURCES
SURVEY REPORT
PHASE II (INTENSIVE)
NC 24 FROM 2.8 MILES EAST OF I-95 TO I-40
CUMBERLAND, SAMPSON, AND DUPLIN COUNTIES,
NORTH CAROLINA
EVALUATION OF STEDMAN
HISTORIC DISTRICT**

**TIP NO. R-2303
STATE PROJECT NO. 8.T280802
FEDERAL AID PROJECT NO. STPNHF-F-8-2-(17)**

Prepared For:

**PARSONS TRANSPORTATION GROUP, INC.
Cary, North Carolina 27513**

Prepared By:

Marvin A. Brown

**URS CORPORATION - MARYLAND
Raleigh, North Carolina 27604**

APRIL 2001

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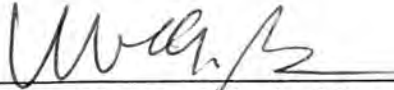
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Prepared By:

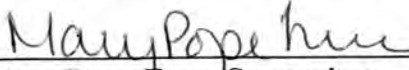
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April 2001



Marvin A. Brown, Principal Investigator **Date**
URS Corporation - Maryland

4/20/01



Mary Pope Furr, Supervisor **Date**
Historic Architectural Resources Section
North Carolina Department of Transportation

5-4-2001

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I. INTRODUCTION AND SUMMARY OF FINDINGS

The North Carolina Department of Transportation (NCDOT) proposes to make improvements to NC 24 from 2.8 miles east of I-95 in Cumberland County to I-40 in Duplin County. Within the past ten years, three historic architectural reports have been prepared for the project. In 1992 Mary L. Reeb drafted a Historic Architectural Survey Report for consultant Deleuw, Cather and Company, now Parsons Transportation Group (Parsons), which was rejected by the NCDOT as inadequate. In August 1997 Mary Pope Furr of NCDOT prepared a Phase I (Reconnaissance) Historic Architectural Resources Survey Report. In July 1998 Scott Owen prepared a Phase II (Intensive) Historic Architectural Survey Report for NCDOT and Parsons.

The Phase I report summarily identified the Stedman Historic District, along with other resources, as potentially eligible for listing in the National Register. The Phase II report evaluated the National Register eligibility of numerous resources within the project's Area of Potential Effect (APE). It further included a description of the physical environment of the APE and a historic and architectural background for Duplin, Sampson, and Cumberland counties. In February 2001 URS Corporation - Maryland (URS) entered into a contract with Parsons to prepare a focused addendum to the 1998 Phase II survey report. The contract called for the intensive-level survey of the previously identified Stedman Historic District.

During the weeks of February 12 and 19, 2001, Marvin A. Brown, senior architectural historian with URS, conducted fieldwork in Stedman and research in Fayetteville, Raleigh, Chapel Hill, and Stedman. Mr. Brown then prepared this report. URS agrees that there is a historic district in Stedman located on either side of the former alignment of the Cape Fear & Yadkin Valley Railroad. URS believes that this district has 29 principal resources, 22 of which contribute to the district and nine of which are noncontributing resources.

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III. METHODOLOGY

The survey methodology for this project consisted of an intensive-level National Register evaluation of the Stedman Historic District in Cumberland County, North Carolina (Figure 1). This work included field assessment, photography, the drawing of recommended boundaries, and historical research. During the weeks of February 12 and 19, 2001, Marvin A. Brown, senior architectural historian with URS, conducted fieldwork in Stedman and research in Fayetteville, Raleigh, Chapel Hill, and Stedman. The primary sources of historical information were the vertical files of the local history room of the Fayetteville Public Library; nineteenth- and twentieth-century maps of Cumberland County located at the Fayetteville Public Library, the State Archives of North Carolina in Raleigh, and the Wilson Library at the University of North Carolina in Chapel Hill; and an informative interview with Billy D. Horne, mayor and longtime resident of Stedman.

Because of the particular nature of this project—three earlier reports have been completed and only a single, if large, resource was evaluated—the organization of this report differs from the norm. In particular, the management summary has been collapsed into the introduction; no general historic context has been included; and the photographs follow the narrative account and evaluation of the Stedman Historic District. This format was selected to enhance the narrative flow and comprehensibility of the report.

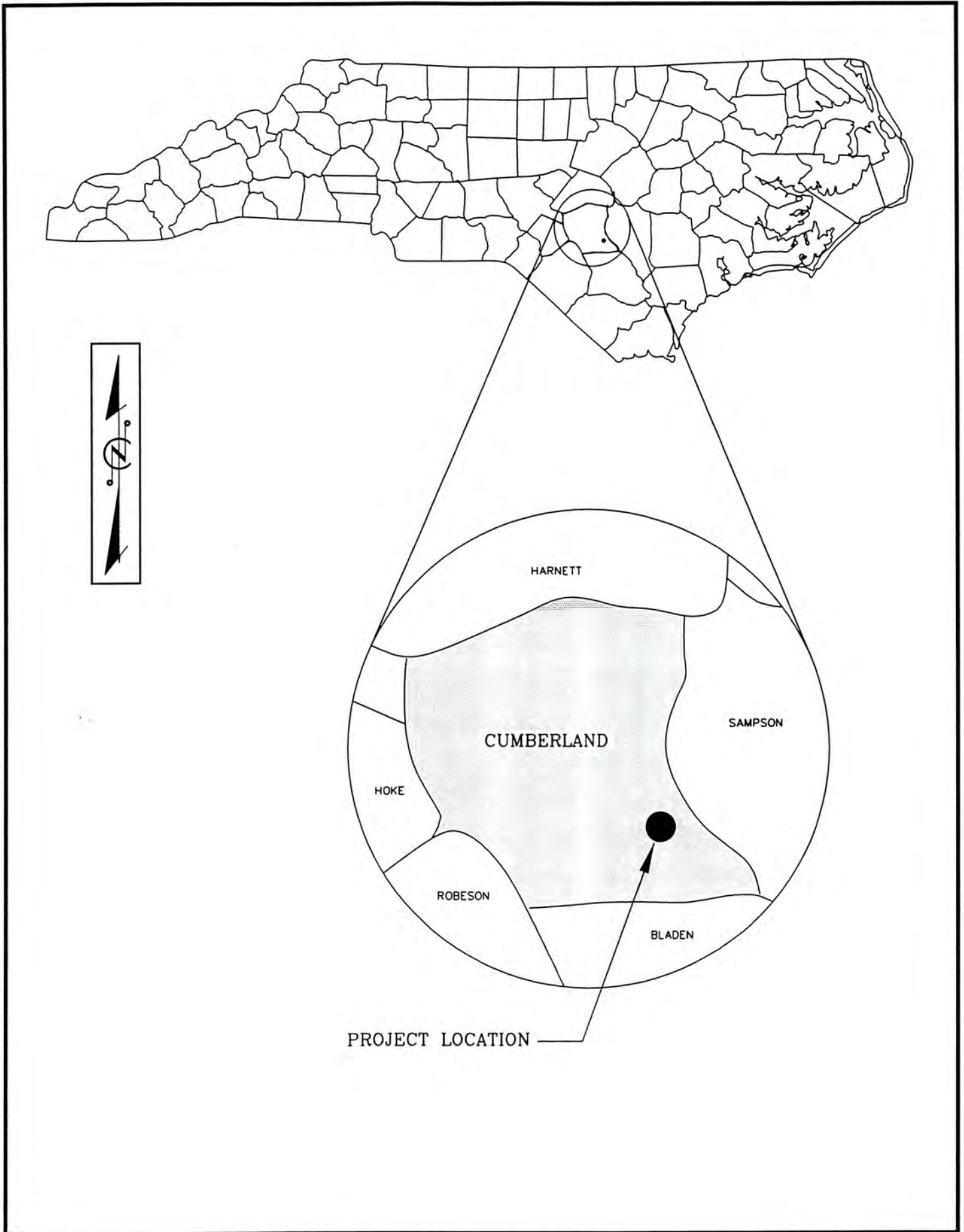


Figure 1. Project Locator Map.

IV. INVENTORY AND EVALUATION OF STEDMAN HISTORIC DISTRICT

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A. History

The history of Cumberland County extends to the early 1730s and the beginning of the settlement of inland North Carolina (Owen 1998:Section VIII; Lefler and Newsome 1954). The Stedman community, however, reaches back only to the mid nineteenth century and Stedman proper, the subject of this report, to the last decade of the century.

D.G. McDuffie's 1868 map of Cumberland County depicts the town of Blockersville on the Clinton Road, east of Fayetteville and west of the Black River and the Sampson County line. The Clinton Road, which did indeed continue west to Sampson's county seat, generally followed the path of current Route 24 through Cumberland County. McDuffie's 1884 map of the county places the community—its name shortened to "Blockers"—on both sides of the road.

The Blockers or Blockersville community owed its existence to the Clinton Road. This road was apparently in place by the late eighteenth or early nineteenth century, when the earliest portion of the National Register-listed Maxwell House was erected just to its east. By about 1841 the route had become the Fayetteville-Clinton Stagecoach Road and a stagecoach house had been erected along it in Blockers. The community was named for John Culbreth Blocker, who had purchased about 100 acres in the area in 1841 (Fields 1993:40; Jasperse and Sumner 1985; *Fayetteville Observer* November 30, 1969). By 1851 the community, with its surroundings, was substantial enough to merit the establishment of a post office, which was named after Blocker. The post office was discontinued briefly in 1866-67 and 1870, but held the name Blockers until renamed "Stedman" in March 1890 (Anonymous 1989).

While Cumberland County and Fayetteville owed their settlement to the Cape Fear River, and Blockers sprang up along a stage road, the birth of the current community of Stedman awaited the arrival of the Cape Fear & Yadkin Valley Railroad (CF&YVRR). The CF&YVRR began life in the 1850s as the Western North Carolina Railroad, which operated a 43-mile-long line from Fayetteville to Egypt and the coal fields of Chatham County. The CF&YVRR came into being in 1879 and in the 1880s rebuilt and extended the earlier line from Wilmington to Greensboro and Mt. Airy, and from Fayetteville to Bennettsville, South Carolina. The branch of the line extending from Fayetteville southeast to Wilmington—the first stop out of Fayetteville was Stedman—opened in 1890 (Jasperse 1982; Gilbert and Jefferys 1969:7; Eutsler 1925).

The Clinton (or Fayetteville) Road remained in place after the advent of the railroad, but the locus of the newly named or renamed, but still small, town of Stedman shifted to the tracks. A CF&YVRR directory, published just after the line opened, listed only three entities in the community, the Methodist Church, the Sessoms & Alderman steam sawmill, and the general store and naval stores business of J.D. Sessoms, who also served as the local postmaster (Stewart 1891:85). A local

booster publication described Stedman, about six years later, as a “busy village mainly engaged in shipping products of the forest and country produce...” (Rose 1897:30).

The core of Stedman was the railroad and its passenger depot, which was erected in 1890 or 1891 (Anonymous 1995). According to an article in the bicentennial edition (April 1954) of the *Fayetteville Observer*:

In order to have a railroad station, foresighted citizens of the settlement donated the right-of-way and David and Kelly Sessoms gave land for the station, which was built by local residents. Soon after that, the post office name was changed to Stedman, in honor of Nathan A. Stedman, who was instrumental in the location of the railroad.

Kelly Stedman, who was named the Blockers postmaster in 1878, was confirmed as the first postmaster of the newly named Stedman post office in May 1890 (Anonymous 1989), but whether the town was named for Nathan A. Stedman is unclear. According to a thumbnail history on the website of the Cumberland County library (<<http://www.cumberland.lib.nc.us/Stedman.htm>>), the town may have been named for Major Charles M. Stedman, president of the North Carolina Railroad and a member of Congress. Paid local carpenters, rather than simply a generous citizenry, probably built the station. The Stedman station is almost identical to another located on the CF&YVRR line west of Fayetteville and was probably erected according to the railroad’s plans.

With the coming of the railroad and the station, Stedman grew up on either side of the tracks. The Clinton Road/Route 24, located only about a block to the north, remained the main route through the community. Three streets—Hillsboro, Euclid, and East First—were cut from the road to the tracks, the depot, and the businesses that stood along Front and Euclid streets. At least two brick commercial buildings, two frame stores, a church, and a handful of one- and two-story residences were erected along Front and Euclid between about 1890 and 1910 (see inventory below). In 1913 Stedman was incorporated as a one-square-mile town (*Fayetteville Observer* April 1954). Two different public schools were erected near the Clinton Road and in 1926 a large brick consolidated school, now the Stedman elementary school, was raised on the south side of the road, northwest of the historic district (*Fayetteville Observer* April 1954; Oates 1950:465; Croker 1950:82-84).

Stedman’s growth always remained modest. The *Fayetteville Observer*, in April 1954, described the town and its prospects in a few short paragraphs:

Stedman has continued to grow steadily during recent years and has a population of 424, according to the 1950 census. It is served by one railroad and one bus line. There are nine grocery stores, one beauty shop, one farm supply store, one soda shop, one furniture store, one barber shop, two cotton gins, and one lumber mill.

Three congregations serve the community, including Cokesbury Methodist Church, Stedman Baptist Church and Pentecostal Holiness.

Stedman officials are looking to a prosperous agricultural population and progressive business leaders to cooperate in future development of the community.

The CF&YVRR became the Atlantic & Yadkin Railroad in 1899 and part of the Atlantic Coast Line in 1915. Until the mid 1920s, when Stedman became more widely served by trucks, buses, and automobiles, the station remained the hub of community activities. It was permanently closed in 1971 and acquired three years later by the town of Stedman. In 1975 the town moved the building about 30 feet to the northwest, away from the tracks, and converted it into a library. It currently houses the sheriff's department.

Stedman's development was similar to that of numerous small towns that sprang up along railroad lines in North Carolina in the nineteenth and early twentieth centuries. However, because the principal highway ran to the north before the tracks came, and continues to serve the community now that the tracks have been pulled up, there has been little development pressure on the part of the town that borders the railroad alignment. This is a double-edged sword directed at the community. At one edge, it has protected the town's late nineteenth- and early twentieth-century buildings from demolition and replacement. At the other, it has led to abandonment, deterioration and, judging by the numerous empty lots along the old alignment and recent maps, the loss without replacement of many structures. It has also lent the historic district a lost-in-time appearance. All four surviving early stores are vacant, the Baptist church is a woodworking shop, the tracks and all but a few railroad ties are gone, and most traffic runs north-south, just passing through.

No particular historic events or personages stand independent of Stedman's significance as a representative railroad town. According to folk tradition, ghostly lights occasionally appear along the railroad alignment. Similar lights, however, are said to be visible elsewhere in the county (Little 2001). Journalist Charles Kuralt moved to Stedman with his family in 1937, when he was two years old. They lived in three rented rooms in an unpainted, but plumbed, house on Euclid Avenue. Charles' mother, Ina, worked in town and his father, Wallace, hitched rides into Chapel Hill, where he attended the University of North Carolina Graduate School of Social Work. Although Charles was quite young, he recalled some of his life in Stedman. From his bedroom window, he could see the brick building where his mother taught—almost certainly the Stedman public school on Route 24—and watch on a Sunday afternoon his father walk across the highway, suitcase in hand, and stick out his thumb to flag a ride to Chapel Hill and a week's worth of classes. In 1994 Charles wrote to Wallace, on the day before his birthday, of:

. . . the inadequacy of any birthday present to express my love for you. No wool shirt or bathrobe or box of cigars could come close to doing it. Nothing I could ever give you could equal what you have given me. I remember the excitement I felt in Stedman on weekends when you came home from Chapel Hill because I knew you'd find time to play with me (<http://www.rememberingcharleskuralt.com/easternnc.html>).

Much like Stedman itself, this passing remembrance is notable not for any particular incident, but for the general picture it paints of North Carolinian's getting by, and striving for more, in a

representative small town, along a highway and a track, in North Carolina in the early twentieth century.

B. Description and Inventory

The proposed Stedman Historic District has 39 principal resources (Figure 2). Thirty of these are believed to contribute to its integrity. The remaining nine, because they are less than 50 years old or altered, are not. All of the resources are located within one-and-a-half blocks of the intersection of Front and Euclid streets which, fittingly, meet adjacent to the site of the board-and-batten former Cape Fear & Yadkin Valley Railroad Depot (193 Euclid Street) (Plate 1). Although its tracks have been removed and only its bare alignment and some ties survive, the railroad was the core of the town of Stedman and the reason for its existence (Plate 2).

The depot was erected about 1890, when the CF & YVRR opened its route between Fayetteville and Wilmington. Perhaps as many as half of the historic district's surviving principal buildings were erected within the next 20 years. The main commercial street was Euclid, just south of Front Street and the tracks. Three stores, all vacant, still survive along it. A pair of adjacent brick two-story commercial buildings—200 and 204 Euclid—stand just south of the railroad alignment. A more modest frame store, once operated by John McMillan, stands opposite them at 207 Euclid Street (Plates 3 and 4) The early non-residential buildings of Front Street at either side of Euclid are gone, replaced by later one-story commercial buildings (Plate 5). At the intersection of Front and Hillsboro streets, however, a block west of Euclid, two early non-residential buildings do survive, albeit much altered. The small, vacant, gable-front, frame building at 5050 Front Street was once the Faircloth Mercantile Store. The woodworking shop opposite at 200 Hillsboro Street was the Stedman Baptist Church until about 1950 (Plate 6).

With a few exceptions, the earliest surviving residential buildings in Stedman also stand on Euclid or Front streets or no more than a block away. They utilize vernacular and popular turn-of-the-century forms and finishes. The vernacular gable-end form of the Sessoms House at 5010 Jefferson Street is obscured by its Victorian porch finish and the unusually steep pitch of its roof. The John McMillan House at 232 Euclid also utilizes a basic gabled form spiced up by a Victorian porch (Plate 7). Larger two-story dwellings, also along the tracks, anchor the east and west ends of Front Street within the district. The Rob Autry House at 5026 Front Street stood far enough from the depot and the center of town—two blocks—to include farmable acreage and a few outbuildings (Plate 8). The D.P. Carter at 174 East Front Street, at the corner of Front Street facing the tracks, exhibits the popular turn-of-the-century transition between the Queen Anne and Colonial Revival styles (Plate 9). Additional small turn-of-the-century frame dwellings—including the former Stedman Baptist Parsonage and the Horne House at 227 and 301 Hillsboro Street, respectively—stand within the historic district on Hillsboro, Blanche, and Averitt streets (Plate 10). In the early twentieth century, a few bungalows were erected within the historic district, including the relatively large brick Culbreth House at 325 Euclid Street.

The following inventory list provides basic information about the primary resources in the district. Listed in columnar form are the address, historic name or use, current use, height, material, age, and status of the resources. The letter “C” at status indicates that the resource contributes to the historic district. The letters “NC” indicate the resource does not contribute because, as noted, of alterations or age. Additional historical and descriptive information is included in summary paragraphs beneath the basic information given for the resources. Only principal resources, not garages and other outbuildings, have been inventoried and mapped. If a National Register nomination for the district was completed, these would have to be added and assigned contributing or noncontributing status. The map that follows the inventory list locates the district’s resources by address. It also indicates, by color shading, which resources are contributing or noncontributing and what the proposed boundaries of the district are. Two resources that no longer retain addresses—the former Acme Stores Fertilizer House (51** Front Street) and the D.P. Carter House II (1**)—have been assigned partial addresses, because their original full addresses could not be determined. Virtually all of the names assigned to individual resources, along with their histories, was provided by Billy D. Horne, mayor and longtime Stedman resident (Horne 2001).

Address	Historic Name/Use	Current Use	Hght	Material	Age	Status
<i>HILLSBORO STREET</i>						
200 Hillsboro Street	Stedman Baptist Church	Shop	1	Frame	1890-1910	NC-alt
<p>This building was originally the Stedman Baptist Church (Plate 11). About 1950 the congregation moved to a new building and the structure was taken over by the Stedman Pentecostal Holiness Church. It was subsequently home to CTS Cleaning Systems. It now houses a woodworking shop. The building's T-shaped footprint, double entry, and truncated corner bay, which once held a steeple, speak of its origins as a church. Since its conversion to commercial use, it has not only lost its steeple, but has been sided with aluminum, which covers many of its former window bays. The two bays at the front (east) elevation, adjacent to the double entry, however, retain their two-over-sash. Because of its loss of integrity, this building is not believed to contribute to the Stedman historic district.</p>						
210 Hillsboro Street	Manufactured house	Residential	1	Frame	1990-2000	NC-age
<p>This modern manufactured dwelling is pictured at the far left of Plate 11.</p>						
218 Hillsboro Street	Alonzo Strickland House	Residential	2.5	Frame	1890-1910	C
<p>Alonzo Strickland was the local agent for the Cape Fear & Yadkin Valley Railroad. His large residence is one of the Stedman historic district's 's most intact early buildings (Plate 12). Its foursquare main block, two large dormers, rear (west) one-story ell, and wraparound porch are topped by hipped roofs of decorative metal shingles. It retains original tapered squared porch columns and multi-pane-over-one sash. A one-story hipped-roof wing to the south is a later addition or has been heavily altered. The carport affixed to the north of the ell is not original.</p>						
217 Hillsboro Street	W.C. Averitt House	Residential	1	Frame	1910-1930	C
<p>This long gable-front house has Craftsman-style front (west) and side (north) porches of round columns on brick piers (Plate 13). Although it is covered with artificial siding and its one-over-one sash may not be original, it is believed to contribute to the Stedman historic district.</p>						
227 Hillsboro Street	Stedman Baptist Parsonage	Residential	1.5	Frame	1890-1910	C
<p>In spite of artificial siding and altered sash, this hip-roofed dwelling is believed to retain sufficient integrity to contribute to the Stedman historic district (Plate 14). Its form, wraparound porch, and hip-roofed dormers are largely intact. It originally served as the parsonage for the Baptist Church a block to its north.</p>						
301 Hillsboro Street	Horne House	Residential	1	Frame	1890-1910	C
<p>The front block of this house—which retains turned porch posts, a shingled front (north) facade gable, an exterior-end brick chimney stack, cornice returns, and two-over-two sash—is largely intact (Plate 15). A one-story rear ell appears to be original too. Shed roofed rooms extended from the ell are later additions, as is the artificial siding that sheathes the entire house. A small astronomical observatory stands to the east side of the house. Photographs of Comet Hale-Bopp, taken from the observatory, can be found at <http://www.flatoday.com/space/explore/special/comet97.htm>.</p>						

Address	Historic Name/Use	Current Use	Hght	Material	Age	Status
<i>EUCLID STREET</i>						
200 Euclid Street	Rural Electric Administration Office	Vacant	2	Brick	1890-1910	C
<p>With 204 Euclid Street, this brick building is one of the two principal early commercial buildings surviving in Stedman (Plate 16). It retains its brick walls, parapet roof, and recessed store front across the first story of its east front elevation. The windows above the store front have been boarded up and a one-story, gable-front, brick commercial wing bearing the address 5070 Front Street has been connected to its north side within the past 40 years. The building probably originally held a store. By the late 1940s it had become the local office of the Rural Electric Administration.</p>						
204 Euclid Street	Hub Everitt Store & Home	Vacant/Apt.	2	Brick	1890-1910	C
<p>This former commercial building is largely intact (Plate 17). It retains its first-story store front at its east elevation, long window bays at its second story, and a stepped-back parapet roof. Its commercial space is vacant, but its second story still holds an active apartment. The first-story of the building was early home to Hub Everitt's general store; the Everitt family lived in the apartment above.</p>						
220 Euclid Street	John McMillan House	Residential	2	Frame	1890-1910	C
<p>Front and side gables and a full-facade porch mark the front block of this house (Plate 18). Its one-story rear (west) block appears to be later or greatly altered. Other alterations include a later brick foundation, artificial siding, and gable-peak ventilators. The house appears to retain sufficient integrity, however, to contribute to the Stedman historic district. John McMillan owned the store across the street at 207 Euclid.</p>						
232 Euclid Street	Methodist Parsonage	Residential	1	Frame	1890-1910	C
<p>The T-shaped front block of this early Stedman residence retains six-over-six sash, cornice returns, a corner porch edged with turned and sawn ornament, and a trabeated front (east) entry (Plate 19). The rear ell also appears to be original. Although largely intact, the house does have a later room affixed to its north side and is covered with artificial siding. The house has always had a residential function: originally it was the local Methodist parsonage.</p>						
312 Euclid Street	Harvey Cain House	Residential	1	Frame	1890-1910	C
<p>Original surviving features of this early Stedman house include its T-shaped form and footprint; a wraparound front porch; a partially intact, corbeled, brick, interior chimney stack; and a clipped front gable surmounting a projecting bay (Plate 20). Its sash appears to have been altered and its siding is artificial.</p>						
1** Euclid Street	D.P. Carter House II	Vacant	1	Frame	1890-1910	C
<p>This unmaintained house is abandoned and no longer retains an address. Capped by metal gable roofs, it has a T-shaped footprint, weatherboards almost scoured clean by the weather of their white paint, and some intact six-over-six sash (Plate 21). Although neglect threatens its integrity, it is believed to contribute to the Stedman historic district. It was once owned by D.P. Carter, whose much grander residence stands just to the southeast at 174 East First Street.</p>						
183 Euclid Street	Stedman Public Works	Public works	1	Frame/metal	1960-1990	NC-age
<p>These buildings, which includes a trailer and a water tower, are home to Stedman's public works department and water treatment plant (Plate 22).</p>						

Address	Historic Name/Use	Current Use	Hght	Material	Age	Status
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EUCLID STREET (CONTINUED)

193 Euclid Street	Cape Fear & Yadkin Valley Railroad Station	Sheriff's Dept	1	Frame	c.1890	C
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The former Cape Fear and Yadkin Valley Railroad's Stedman passenger depot was erected c.1890 (Plate 23). In 1974 it was shifted about 30 feet northwest to its present location and converted to the Stedman public library. With the construction of a new library, it was recently converted into a local sheriff's office. The exterior of the building is quite intact, retaining pine board-and-batten siding, six-over-six sash, and a wide overhanging gable-end roof supported by angled braces.

203 Euclid Street	Mama Rachel's ice cream stand	Commercial	1	Frame	1970-1990	NC-age
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This tiny building serves as an ice cream and refreshment stand during the warmer months of the year (Plate 24).

207 Euclid Street	John McMillan Store	Vacant	1	Frame	1890-1910	C
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This modest weatherboarded building was once a general store. Its original double doors are intact at its west front elevation; the window bays that flank them have been boarded over (Plate 25). A metal shed roof supported by angled braces shades the bays. The gable-front roof is covered in metal as well. The building appears to have been long vacant, but is believed to retain sufficient integrity to contribute to the Stedman historic district. John McMillan lived in the house across the street at 207 Euclid.

311 Euclid Street	Ranchhouse	Residential	1	Brick	1960-1990	NC-age
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This one-story brick ranchhouse is pictured at Plate 26.

325 Euclid Street	Culbreth House	Residential	1	Brick	1910-1930	C
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This brick-veneered bungalow occupies a large lot at the southern end of the Stedman historic district (Plate 27). It is largely intact, with exposed triangular knee-braces, multi-pane-over-one sash, and a Craftsman-style west front porch/porte cochere of stocky battered posts on tall brick piers.

EAST FIRST STREET

174 E. First Street	D.P. Carter House	Residential	2	Frame	1890-1910	C
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This large dwelling was the home of D.P. "Depression" Carter. Its boxy main block is given a picturesque Queen Anne-style appearance by a high-hipped roof punctuated by pedimented gables and tall corbeled chimney stacks and by a wraparound porch (Plate 28). The block and its original north rear one-story ell are still sided with weatherboards and edged with cornerboards. The paired windows and six-over-six sash of the front block appear to be later alterations, as do the fluted porch columns. The two-over-two sash of the ell is likely original.

Address	Historic Name/Use	Current Use	Hght	Material	Age	Status
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FRONT STREET

51** Front Street	Acme Stores Fertilizer House	Vacant	1	Frame	1935-1945	C
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This long gable-end building is abandoned and no longer retains an address (Plate 29). It was built in the late 1930s or early 1940s by Acme Stores to store fertilizer. Acme had a facility immediately across the street, where the current Stedman Town Hall is located. It shared a platform with the Stedman passenger station until the station was moved in 1974. The building's roof and body are clad in metal. The platform that once separated it from the station remains in place at its west gable end. To the front (south) of the depot, where the Cape Fear and Yadkin Valley Railroad once ran, some railroad ties remain in the ground yet. The track has otherwise been expunged throughout the town. In spite of its alterations, this former storage building is believed to retain sufficient integrity and significance to contribute to the Stedman historic district.

5026 Front Street	Rob Autry House	Farmhouse	2	Frame	1890-1910	C
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This large former farmhouse, at the west edge of the Stedman historic district, retains four small frame outbuildings that might be its contemporaries (Plate 30). The house is T-shaped, with a wraparound porch, wood shingled pedimented gables, six-over-six sash, a long one-story rear ell, and three bulbous corbeled interior brick chimney stacks. Its siding is artificial and its porch supports replacements, but it certainly appears to contribute to the Stedman historic district.

5042 Front Street	House	Residential	1	Frame	1890-1910	C
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This house originally had an L-shaped footprint, with a gabled projection at one side of its front (north) facade and a taller recessed hip-roofed extension (Plate 31). The front porch, in the cruck of the T, has been enclosed, a small new front porch has been added, the sash has been changed, and it has been clad in artificial siding. It nonetheless appears to retain (marginally) sufficient integrity to contribute to the Stedman historic district.

5050 Front Street	Faircloth Mercantile	Vacant	1	Frame	1890-1910	C
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This small building was once home to the Faircloth general store. It subsequently was a sign shop and since the 1980s has been used for storage (Plate 32). It retains its gable front form, three-bay front (north) organization, and interior brick stack. Its front windows, which include semicircular transoms, and door are not original, nor is its artificial siding. It nonetheless appears to retain (marginally) sufficient integrity to contribute to the Stedman historic district.

5064 Front Street	Stedman Mobile Home Supply	Commercial	1	Brick	1960-1980	NC-age
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This functional, gable-front, brick commercial building is pictured at Plate 33.

5102 Front Street	Stedman Post Office	Beauty Salon	1	Concrete	1953-1959	NC-age
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Now the House of Hair, this building was erected in the 1950s as the Stedman Post Office (Plate 34).

Address	Historic Name/Use	Current Use	Hght	Material	Age	Status
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JEFFERSON STREET

5100 Jefferson Street	Sessoms House	Residential	2	Frame	1890-1910	C
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The most striking residential building in the Stedman historic district, this single-family dwelling is crowned by a tall soaring gable-end roof (Plate 35). Bargeboards adorn the gable peaks of the roof and gabled dormer of the front (west) elevation. Interior-end brick chimney stacks punctuate its gable ends as well. At the front the roof sweeps over a full-facade porch edged by turned posts and sawn brackets. To the east and west sides of the house are one-story wings topped by steeply pitched shed roofs. A hipped roof tops the one-story rear ell. The house retains six-over-sash and a central front entry framed by a narrow transom and sidelights.

5118 Jefferson Street	Maxwell House	Residential	1	Concrete	1920-1930	C
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Concrete block forms the walls of this gable-front bungalow-like dwelling, which has a full-facade gabled front porch supported by square posts and, at its west side, a projecting squared bay and single-shouldered brick chimney stack (Plate 36).

BLANCHE STREET

5040 Blanche St.	House	Residential	1	Frame	1890-1910	C
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The front block of this house has a pedimented gable-end roof and a pedimented front (north) facade gable (Plate 37). Its full-facade porch has been altered, as has its sash. Later additions extend to its rear and it is clad in artificial siding. It is nonetheless believed to retain sufficient integrity to contribute to the Stedman historic district.

AVERITT STREET

5050 Averitt Street	House	Residential	1	Frame	1890-1910	C
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Like a few other early dwellings in Stedman, this one-story house has a gable-end roof and front (north) facade gable (Plate 38). It retains two-over-two sash windows and a long rear ell with a later-added east side shed room. Its Craftsman-style front porch, marked by tapered wood posts on brick piers, is early but probably not an original feature. Its artificial siding is modern.

C. Evaluation of Significance and National Register Eligibility

The Stedman Historic District is believed to be eligible for National Register listing under Criteria A and C as an intact example of a rural Cumberland County town that arose, along with a railroad line and depot, in the late nineteenth and early twentieth centuries. Its development and the range of its buildings—from depot to store to church to residence—are representative of such communities in the county and throughout the state from the late nineteenth century through about 1930. To the railroad Stedman owed its development, which was to be greatly curtailed by the Great Depression and the growth of the trucking industry in the 1930s. (The Acme Stores Fertilizer House, which falls outside this period of significance, is included as a contributing resource because it was built immediately adjacent to the depot and the tracks. Were it not for the rail line, it would likely have been erected to the north on Route 24.) The district's architecture lacks individual distinction but, taken as a whole, its resources form a significant and distinguishable entity. Although some of the its resources have been altered, demolished, or abandoned, and a small number of buildings have been erected within it in the past 50 years, the district is believed to retain sufficient integrity of location, design, setting, materials, workmanship, feeling, and association to merit National Register listing under Criteria A and C.

The Stedman Historic District is not believed to be eligible for National Register listing under Criterion B. Stedman's closest known brush with a historic personage came in the 1930s, when a very young Charles Kuralt lived to the north of the historic district. From the perspective of historic architecture—archaeology is not addressed here—the study of the physical components of the Stedman Historic District would be unlikely to yield any important historical information not readily available from other sources. It is therefore also believed to be ineligible for National Register listing under Criterion D.

D. Proposed National Register Boundaries and Justification

The boundaries of the Stedman Historic District, depicted on Figure 2, are drawn to maximize the number of resources within the district that were built between about 1890 and 1930 and to minimize later intrusions. All sides of the district are surrounded by numerous residential and nonresidential resources—including stores and a large modern school—that were built within the past 50 years. Also left out of the district is the northwest corner of the intersection of Front and Euclid streets—the historic district's principal intersection—which is occupied by a modern park. Some resources from the district's period of significance survive to its north along Route 24. These were not included in the district for two reasons. First, they are separated from the district by a number of modern resources, including an expansive concrete block furniture store. Second, their development owes more to the presence of Route 24 than to that of the Cape Fear & Yadkin Valley Railroad, around which the historic district sprang up. One turn-of-the-century resource that borders on the historic district—the house at 5124 Jefferson Street—has been excluded from the boundaries. Once a two-story structure, it is now a vacant, ruinous, one-story building: its second story was removed in the 1960s as part of a planned rehabilitation that never occurred. As it has lost all integrity and would not contribute to the district, it has not been included within the district's boundaries.

The district's boundaries follow the lot lines of its resources. The entire tax lot of each of the district's resources, contributing or noncontributing, has been included. Although the CF&YVRR tracks have been pulled up, a portion of its alignment has been included within the boundaries. This section, between Euclid Street and East First Street on the north side of Front Street, is fronted by the former Acme Stores Fertilizer House (51** Front Street) and slightly shifted former Cape Fear & Yadkin Valley Railroad Station (193 Euclid Street) and retains traces of railroad ties. The tax boundaries of this parcel are not clear, but its extent is clearly depicted graphically on the map of the proposed district boundaries.

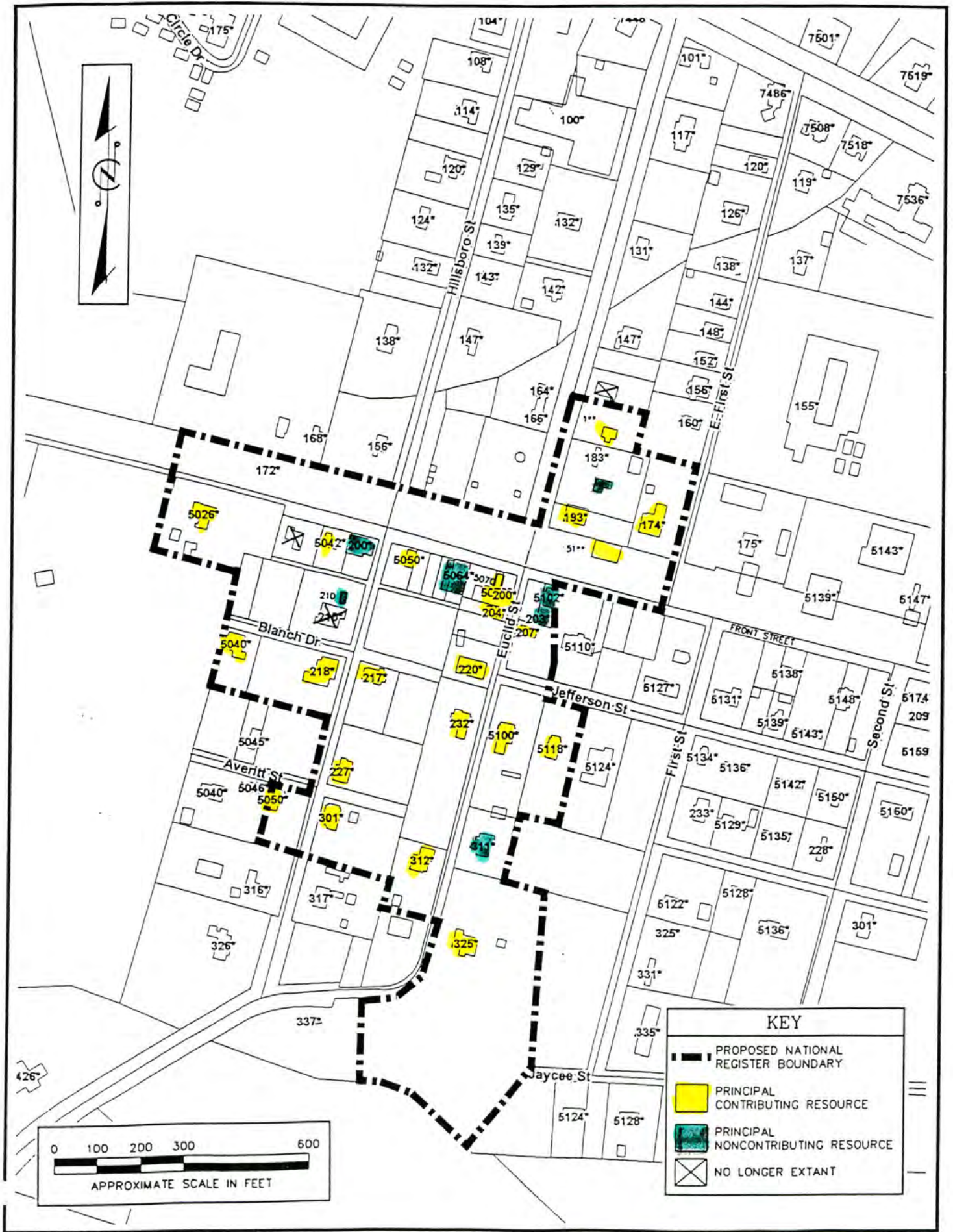


Figure 2. Proposed Stedman Historic District Resource Locator and Boundary Map.



Plate 1:
Cape Fear &
Yadkin Valley
Railroad
Depot (193
Euclid Street),
looking
southeast



Plate 2:
Acme Stores
Fertilizer
House (51**
Front Street)
and CF&YV
RR alignment,
looking east;
railroad ties in
foreground



Plate 3:
Hub Everitt
Store (204
Euclid Street)
at left, Rural
Electric Ad-
ministration
Office (200
Euclid) at left
center, and
John
McMillan
Store (207
Euclid) at far
right, looking
north



Plate 4:
200 and 204
Euclid Street
at right, 207
Euclid at left,
and Sessoms
House (5100
Jefferson
Street) at left
center, looking
south



Plate 5:
Later commercial buildings
at 5102, 5070,
and 5064
Front Street at
left, looking
southwest



Plate 6:
Faircloth
Mercantile
Store (5050
Front Street)
at left, manu-
factured house
(210 Hillsboro
Street) at
center, and
Stedman
Baptist
Church (200
Hillsboro
Street) at
right, looking
southwest
from park



Plate 7:
Sessoms
House (5100
Jefferson
Street) at left,
Methodist
Parsonage
(232 Euclid
Street) at
right, looking
southwest



Plate 8:
Rob Autry
House (5026
Front Street)
and outbuild-
ings, looking
west



Plate 9:
D.P. Carter
House (174
East Front
Street) at
right, Acme
Stores
Fertilizer
House (51**
Front Street)
at left, looking
northeast



Plate 10:
Stedman
Baptist
Parsonage
(227 Hillsboro
Street) at left,
Horne House
(301 Hillsboro
Street) at
right, looking
southeast



Plate 11:
200 Hillsboro
Street - east
front and north
side elevations; 210
Hillsboro
Street at far
left



Plate 12:
218 Hillsboro
Street - east
front and north
side elevations



Plate 13:
217 Hillsboro
Street - west
front and north
side elevations



Plate 14:
227 Hillsboro
Street - west
front and
south side
elevations



Plate 15:
301 Hillsboro
Street - north
front and west
side
elevations;
observatory at
far left



Plate 16:
200 Euclid
Street - east
front and
south side
elevations;
5070 Front
Street affixed
to north side
elevation at
right



Plate 17:
204 Euclid
Street - east
front and north
side elevations



Plate 18:
220 Euclid
Street - east
front and north
side elevations



Plate 19:
232 Euclid
Street - east
front and north
side elevations



Plate 20:
312 Euclid
Street - east
front and
south side
elevations



Plate 21:
1** Euclid
Street,
immediately
north of 183
Euclid Street -
looking
northwest



Plate 22:
183 Euclid
Street -
looking
northeast



Plate 23:
193 Euclid
Street -
looking
northeast



Plate 24:
203 Euclid
Street - west
front and north
side elevations



Plate 25:
207 Euclid
Street - west
front and
south side
elevations



Plate 26:
311 Euclid
Street - west
front and
south side
elevations



Plate 27:
325 Euclid
Street - west
front and north
side elevations



Plate 28:
174 East First
Street - south
front and west
side elevations



Plate 29:
51** Front
Street,
immediately
southeast of
193 Euclid
Street -
looking
northwest



Plate 30:
5026 Front
Street - north
front and east
side elevations



Plate 31:
5042 Front
Street - north
front and east
side elevations



Plate 32:
5050 Front
Street - north
front and east
side elevations



Plate 33:
5064 Front
Street - north
front and west
side elevations



Plate 34:
5102 Front
Street - north
front and west
side elevations



Plate 35:
5100 Jefferson
Street - west
front and
south side
elevations



Plate 36:
5118 Jefferson
Street - north
front and west
side elevations



Plate 37:
5040 Blanche
Street - north
front and west
side elevations

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Plate 38:
5050 Averitt
Street - north
front and east
side elevations

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