

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Weldon Historic District

other names/site number _____

2. Location

street & number roughly bounded by US 301, Woodlawn Avenue, Cedar Street,
Eighth and Ninth Streets, and CSX railroad tracks not for publication

city or town Weldon vicinity N/A

state North Carolina code NC county Halifax code 083 zip code 27890

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Gregory J. Brown SHPO 4/4/96
Signature of certifying official/Title Date

State of Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.
 See continuation sheet.
- determined eligible for the National Register
 See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other. (explain:)

Signature of the Keeper

Date of Action

_____	_____
_____	_____
_____	_____
_____	_____

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

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

Number of Resources within Property

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

Contributing	Noncontributing	
256	86	buildings
		sites
2	1	structures
9	8	objects
267	95	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

1

6. Function or Use

Historic Functions

(Enter categories from instructions)

- DOMESTIC/single dwelling
- COMMERCE/TRADE/department store
- COMMERCE/TRADE/specialty store
- TRANSPORTATION/rail-related
- COMMERCE/TRADE/business
- RELIGION/religious facility
- COMMERCE/TRADE/professional
- COMMERCE/TRADE/warehouse

Current Functions

(Enter categories from instructions)

- DOMESTIC/single dwelling
- COMMERCE/TRADE/department store
- COMMERCE/TRADE/specialty store
- TRANSPORTATION/rail-related
- COMMERCE/TRADE/business
- RELIGION/religious facility
- COMMERCE/TRADE/professional
- COMMERCE/TRADE/warehouse

7. Description

Architectural Classification

(Enter categories from instructions)

- Colonial Revival
- Bungalow/Craftsman
- Queen Anne

Materials

(Enter categories from instructions)

- foundation Brick
- walls Weatherboard
- Brick
- roof Asphalt
- other Steel
- Concrete

Narrative Description

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

8. Statement of Significance

Applicable National Register Criteria

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

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
B Property is associated with the lives of persons significant in our past.
C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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

Property is:

- A owned by a religious institution or used for religious purposes.
B removed from its original location.
C a birthplace or grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

COMMUNITY PLANNING AND DEVELOPMENT
TRANSPORTATION
COMMERCE
ARCHITECTURE

Period of Significance

ca. 1830-1946

Significant Dates

ca. 1830

1833

1840

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Aladdin Company

Bottomly, William Lawrence

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
previously listed in the National Register
previously determined eligible by the National Register
designated a National Historic Landmark
recorded by Historic American Buildings Survey #
recorded by Historic American Engineering Record #

Primary location of additional data:

- State Historic Preservation Office
Other State agency
Federal agency
Local government
University
Other

Name of repository:

Weldon Historic District
Name of Property

Halifax County, North Carolina
County and State

10. Geographical Data

Acreage of Property approximately 109

UTM References

(Place additional UTM references on a continuation sheet.)

1	18	267420	4034640
Zone	Easting	Northing	
2	18	267540	4034560

3	18	267540	4033700
Zone	Easting	Northing	
4	18	267140	4033440

See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title Tom Butchko
organization _____ date March 1, 1996
street & number Post Office Box 206 telephone (919) 335-7916
city or town Elizabeth City state NC zip code 27907-0206

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

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

Additional items

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

Property Owner

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

name Mr. Johnny Draper, Mayor, Town of Weldon
street & number Post Office Box 551 telephone (919) 536-4836
city or town Weldon state NC zip code 27890-0551

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

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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6. Function or Use

Historic Functions

COMMERCE/TRADE/financial institution

GOVERNMENT/city hall
GOVERNMENT/post office

Current Functions

COMMERCE/TRADE/financial
institution

GOVERNMENT/city hall
GOVERNMENT/post office

7. Description

Architectural Classification

Italianate
Classical Revival
Gothic Revival
Tudor Revival
Romanesque
Stick/Eastlake
Prairie School
Second Empire
Art Deco

Materials

walls Shingle
Limestone
Granite
Stucco
roof Tin
Slate

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8. Statement of Significance

Significant Dates

1882
1887
1910
1911
1940

Architect/Builder

Brice Construction Company
Clark, D. M.
Daniel, Raleigh Travers
Daniel, Walter
Edwards, R. O.
Emry, Thomas Leyburn
Gillette, Charles F.
Grandy, (first name unknown)
House, Arthur C., Sr.
Kane, George W.
McMichael, James M.
Mesker, G. L., and Company
Parker, Bug
Poole, W. D.
Rightmyer, Frank M.
Russell, T. W.
Smallwood, C. P.
Wheeler and Stern
Wooten, Mitchell

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Halifax County, North CarolinaSection number 7 Page 3**7. Description**

The Weldon Historic District encompasses a majority of the residential, commercial, and transportation sections in Weldon, a historic small town of 1,392 (1990 Census) situated on the south side of the Roanoke River. Almost a century younger than Halifax, the small county seat five miles south, and now dwarfed in population by Roanoke Rapids (population: 15,722 people) three miles to the west, Weldon was for most of the nineteenth century the largest and most important town in Halifax County (population: 55,516 people), a large agrarian county located just south of the North Carolina-Virginia border in the northern coastal plain. Though not incorporated until 1843, Weldon was laid out in 1834 in a regular grid pattern that varies only slightly as it moves away from the historic core bounded by First, Fourth, Maple, and Poplar streets, the latter being located west of the historic district. The district includes all or parts of thirty-four blocks and is situated along a northeast-to-southwest axis. It is bordered on the northeast by the CSX railroad loop and U. S. 158/301, on the southeast by U. S. 301, Sunset Avenue, and portions of Cedar and Sycamore streets; on the southwest by Woodlawn Avenue and Ninth and Tenth streets; and on the northwest by the northwestern edge of the railroad right-of-way of the CSX Transportation Company. The primary thoroughfare is Washington Avenue, which is complemented by the parallel streets of Cedar, Maple, Sycamore, and Elm, and intersected perpendicularly by streets numbered First through Eighth.

The topography of the district is generally level, with a gradual slope downward as one goes northeast toward the Roanoke River; pronounced elevation decreases occur between Second and Fifth Streets and immediately north of the northernmost resources (#s 84, 217-223). Except for the commercial and transportation areas northeast of Fourth Street, the Weldon Historic District is sheltered beneath mature deciduous and evergreen trees that provides an adequate, and in some places, lush foliage canopy. Although only recently-planted street trees punctuate the downtown streets, there are sporadic mature trees remaining on the fringes of the commercial areas, and a forest with dense undergrowth extends northeast of the district covering the floodplain of the Roanoke River. The district is surrounded by architecturally incompatible residential neighborhoods to the northwest and southwest; by U. S. 158 on the southeast; historic railroad property on the northwest; and the Roanoke River to the northeast and southeast. Because most of the district is located on high ground more than three-tenths of a mile from the Roanoke River, the river has little visual presence in the district. However, it has exerted a powerful influence on the town since the arrival of the first settlers in the early eighteenth century.

The district has two major sections, a commercial/railroad area between First and Fourth streets and a residential section that extends southwest from Fourth Street to the district boundary between Eighth and Ninth streets. The residential area is much larger, with dwellings

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accounting for 210, or seventy-nine percent, of the district's primary resources. The commercial/ railroad area is characterized almost exclusively by brick construction, primarily one-, two-, and three-story commercial buildings that follow traditional forms and decoration common to the late nineteenth and early twentieth centuries. The residential neighborhood southwest of Fourth Street is primarily of frame construction in the Italianate, Queen Anne, Colonial Revival, Neo-Classical Revival, and Craftsman styles. There is only one nineteenth-century brick residence, the ca. 1879 Italianate Ashley L. Stainback House (#268), with brick Colonial Revival, Craftsman, and Tudor Revival dwellings becoming increasingly prevalent after 1920.

The Weldon Historic District retains a high level of architectural integrity, more so in residential buildings than commercial ones. While many commercial buildings have been outfitted with modern storefronts of metal and glass, most retain the upper facades virtually intact so that the original character of the building is readily identified. Those resources that are modified to the degree that the historic character is altered, such as 710 Maple Street (#59) and the 1930 Herbert N. Browder House (#267), are listed as noncontributing. Of the 273 primary resources in the district, 205, or seventy-five percent, are contributing. There are sixty-eight noncontributing primary resources and only ten, or fifteen percent of these are noncontributing because of compromised integrity; the other fifty-eight being noncontributing because of age. There are 362 total resources, of which 276 or seventy-four percent, are contributing. Most numerous among secondary structures are fifty-four garages, of which forty-three, or eighty percent are contributing, and seventeen objects, primarily fences, of which nine, or fifty-two percent, are contributing.

Though neither structural nor permanent, an important element of the Weldon Historic District is the sight, movement, and sound of more than twenty trains passing along its northwestern border every day. While local passenger service was discontinued in 1971, daily Amtrak trains pass through Weldon along the New York-Florida route, along with numerous freight trains transporting goods along the East coast. The whistle of an approaching train is heard at least once an hour during daylight hours, followed by the distinctive rumblings of train cars on the Atlantic Coast Line Embankment and Viaduct (#218). While the sound is especially evident in the quieter residential area, a train racing twenty-five feet above ground through downtown is a visual and aural spectacle. To residents, the familiar clatter of the train, is a comforting and integral element of Weldon's sense of place, particularly in the calm of the night. A cessation of train traffic through Weldon would be a significant loss to the total character of the Weldon Historic District.

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Residential buildings

Traditional nineteenth- and early twentieth-century house forms

The oldest houses in the district are several side- and center-hall plan dwellings erected during the first decades after the Civil War. With few exceptions, these are two stories tall and of frame construction. The oldest house is the ca. 1871 Larkin-Hart House (#253), a two-story gable-front dwelling with engaged double-tier porch distinguished with shallow ogee arch spandrels connecting porch posts. This is Weldon's only early example of the gable-front house, which while popular in Greek Revival vocabulary, was rarely seen again until the early twentieth century. Notable gable-roofed side- and center-hall-plan dwellings from this period include the Dr. I. E. Green House (#65), a traditional two-story, single-pile, side-hall-plan dwelling erected ca. 1881 and rendered with robust Greek Revival and Italianate elements that includes large six-over-six sash windows and boxed cornices with gable returns. The lone nineteenth-century brick house in Weldon, the ca. 1879 Ashley L. Stainback House (#268), is a double-pile side-hall-plan residence beneath a stylish hipped roof. Italianate elements include a bracketed cornice and boxed window hoods embellished with broad ogee arches. Like several older dwellings in town, the house was updated between 1915 and 1923 with the addition of a side wing and expanded Colonial Revival porch. Other enlarged examples include the Daniel/Faucett-Ward House (#152) and the Spiers-Lockhart-Pierce House (#198), both being large double-pile side-hall-plan houses erected ca. 1879 and considerably expanded into spacious center-hall Colonial Revival residences in 1923-1924.

A house type popular throughout North Carolina during the late nineteenth and early twentieth centuries was the so-called "I-house," a two-story center-hall-plan dwelling that had a single-pile depth. The 1881 Dickens-Draper House (#133) is an excellent early example. While its porch is a Colonial Revival replacement, the house retains the bracketed boxed cornice that was typical of mid-nineteenth century Italianate dwellings. Similar in size but sheathed with locally-popular German siding is the Muller-Simpson House (#37), erected before 1909 and embellished with a colored window in the central false gable. One-story examples of this house type were especially popular during the late nineteenth and early twentieth centuries as dwellings for laborers and farmers on the outskirts of town, as illustrated by the Smith-Hux House (#35), where late Greek Revival moldings suggest an 1870s construction date, and the Cook House (#43), a simply finished dwelling that, unlike the nearby Muller and Smith houses, retains its original Victorian porch.

The only other traditional house form seen among Weldon's few surviving houses from the late nineteenth century is a one-story double-pile center-hall-plan dwelling sheltered by a hipped roof. The Cochrane-Dawson House (#295), begun in 1881, is typical. The house is finished in a classical manner with pillars supporting the nearly full-width porch, complementary pilasters enframing the entrance, and large six-over-six sash

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windows. The ca. 1880 Clark-Hartsoe House (#243) is similar except its porch has turned Victorian posts and balusters, while diminutive capitals atop the cornerboards provide additional but subtle flair.

Stylish nineteenth- and early twentieth-century dwellings

Residences such as the previously-mentioned ca. 1879 Daniel/Faucett-Ward House (#152) and the ca. 1881 Dr. I. E. Green House (#65) were built along traditional Greek Revival lines and invigorated by eave brackets from the Italianate vocabulary. An even more impressive example of the Italianate style is the Edwards-Green House (#87), built ca. 1878 nearly across the street from where Dr. Green would soon build. Originally erected in a T-plan and enlarged into a modified U-shape ca. 1925, the house has robust sawn brackets which define the paneled frieze accented with diamond lozenges. Sophisticated boxed hoods atop segmentally-arched windows and a porch with sawn slat balusters complete the handsome residence. The contemporary and very compatible Second Empire style makes its only Weldon appearance in the Capell-Owen House (#261), built in 1878 within sight of the Edwards-Green House. Distinguished by a prerequisite mansard roof and bracketed eaves and elongated brackets defining the wall dormers, the house possesses an architectural flourish that was heightened before 1900 by the addition of a Colonial Revival porch.

The 1891 James Alexander Musgrove House (#248) is the earliest survivor of a group of stylish asymmetrical dwellings built during the 1890s and turn of the century for several of Weldon's leading families. Combining paired Italianate brackets, peaked window hoods, and a plethora of sawn, drilled, and molded woodwork, the Musgrove House is Weldon's best example of the Eastlake style, which was characterized by an abundance of sawn ornamentation. Later members of this asymmetrical genre are fully-realized examples of the Queen Anne style, exhibiting the picturesque juxtapositioning of eclectic elements such as towers, gables, porches, windows, and textures that was extremely popular in North Carolina during the last decade of the nineteenth century and the first decade of the twentieth. One of the earliest and perhaps most sophisticated of Weldon's numerous Queen Anne houses is the ca. 1894 William M. Cohen House (#158), a flamboyant design sheltered by a complex gable-on-hip roof enlivened by a multitude of gables. A variety of window shapes and the contrast of weatherboards on the first story with wood shingles on the second heighten the house's appeal. The largest and most impressive Queen Anne residence in town is the Smith-Dickens House (#151), built 1901-1902 for an industrialist and banker on a prominent Washington Avenue site. Covered by a truncated hip roof with wrought iron cresting, the two-story house is invigorated by numerous dormers, angled corners, and an extensive wrap-around porch terminating with an octagonal pavillion with peaked roof. The emerging popularity of the Colonial Revival style is seen in the classical finish of the pedimented dormers and turned balusters.

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The attractiveness and versatility of the asymmetrical form of the Queen Anne style proved popular among builders of more modestly-scaled houses in Weldon. The original one-and-a-half story James T. Gooch House (#161) was a pleasant and typical Queen Anne cottage with pedimented bay windows and wrap-around porch that was built ca. 1892 for the town's mayor. However, Gooch's addition of an eccentric two-story octagonal tower before 1909 completely transformed it into a residence of considerable visual impact. Furthermore, it is the only true tower on a surviving Queen Anne style house in Weldon, a remarkable fact given that towers were one of the most important elements of the style. More prevalent locally was the use of one- or two-story bay windows to simulate a tower. Such is the case on the ca. 1903 Mrs. Mary L. Cochrane House (#6), where a simple pediment covers a projecting bay window while a wrap-around porch with an Eastlake spindlework frieze extends across the front. Similar but even more modestly-scale examples are seen on the nearly identical ca. 1906 Spears-Freid Rental Houses (#s 30 and 31). The houses' lingering Queen Anne elements not only include the wood-shingled front pediments above the bay windows but the characteristically steep hipped roofs.

The second Spears-Freid Rental House (#31) is sheathed with German siding, a drop siding having a concave upper edge that fits into a corresponding groove in the board above. Also known as "novelty" siding, it was extremely popular in Weldon during the early twentieth century, being used on several dozen dwellings because of the distinctive textured character it exhibited over common weatherboards. Its use is especially important on the ca. 1903 John S. Turner House (#268), a large two-story frame dwelling that combines asymmetrical Queen Anne form with Colonial Revival finishing elements. Turner was the owner of J. S. Turner and Sons Lumber Company, whose large plant outside of the district not only employed many workers but manufactured much of the German siding so abundant in town. This siding first became locally available during the popularity of the Queen Anne, and examples include mayor Gooch's house (#161), the ca. 1899 John Wesley Sledge House (#173) with its wood-shingled gables, the ca. 1903 C. P. Smallwood House (#19), and no doubt other examples now sided with asbestos, aluminum, and vinyl. It remained popular throughout the early decades of the twentieth century, being utilized on the ca. 1906 Colonial Revival Wilson-Allen House (#131), the unassuming ca. 1927 foursquare Thomas Francis Anderson House (#172), and the one-and-a-half-story ca. 1924 Craftsman Bungalow Charles Rufus Daniels House (#92).

The first two decades of the twentieth century witnessed the declining use of the asymmetrical Queen Anne form and the rising popularity of elements derived from classical Rome, especially as interpreted through buildings of the American colonial period. However, the lingering asymmetrical popularity of Queen Anne form proved to be an ideal canvas for Colonial Revival ornamentation, as illustrated by such attractive designs as the ca. 1904 Sallie A. Ponton House (#176), the 1911 Harry L. Grant House (#88) and the 1914 Barr-Josephson House (#197), each being two

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stories tall with hipped roofs broken by projecting pedimented gables, with the latter invigorated by a robust attic window with elliptical fanlight. On a much more modest scale, the one-story 1909-1915 Mrs. Hardison House retains the the same roof/gable composition but is rendered in a greatly simplified manner.

The brief period between 1907 and 1913 saw the construction of four impressive two-story residences in the Neo-Classical Revival and Colonial Revival styles for members of the large and successful family of Alexander B. Pierce (1824-1896), a wealthy Weldon physician and planter. The first of these was the ca. 1907 Ovid W. Pierce, Sr. House (#128), a large house with lingering asymmetrical composition and a one-story wrap-around porch with a central bay, the bay being raised to two-story ca. 1943 with the addition of monumental Corinthian columns. In 1909-1910 Ovid's brother William A. Pierce, Sr. erected a magnificent Neo-Classical Revival house with imposing full-width portico and superb finish across the street from his brother. Sadly, this house, considered one of the finest ever built in Weldon, was demolished in 1964. In 1913 the Anna L. Pierce House (#155), a Colonial Revival double-pile side-hall-plan dwelling with original full-width porch carried by Ionic columns, was built for their mother. To keep up with the others, in that same year sister Mary Virginia, the widow of Lee Johnson, had the ca. 1903 Queen Anne style Mary Pierce Johnson House (#127) remodeled into its present Neo-Classical Revival style with the addition of a monumental Ionic portico and modified Palladian dormers. The only other Neo-Classical Revival residence built in Weldon is the 1919-1923 R. Craig Cornwall House (#68), which features an imposing portico of monumental Corinthian columns and an unusually tall entablature, assisted by Doric corner pilasters that carry a shorter entablature.

The formal lines and reserved classical decoration of the Colonial Revival style were widely popular in Weldon from the 1910s through the 1940s. As discussed previously, early examples of the Colonial Revival style in Weldon consisted of adding stylish elements such as cleanly-articulated pediments and dormers, classical porch columns, and modest door and window surrounds on dwellings having asymmetrical Queen Anne forms. By the mid 1910s, more formal and symmetrical designs were becoming increasingly popular, and within the next fifteen years almost twenty boxy, rectangular two-story dwellings were built in Weldon. Each was almost always sheltered by a tall hipped roof. While examples such as the 1914 Herbert B. Harrell House (#154) retain elements of asymmetry on its side and rear elevations, the three-bay facade features an impressive central Palladian dormer on the roof and a porch of sturdy Ionic columns raised on brick pedestals. The typical house of this genre usually had a porch sheltering only the central entrance bay, with one or two side porches for sitting. There are several notable examples in the 500 and 600 blocks of Sycamore Street and Washington Avenue, including the 1915-1923 Henry D. Allen House (#129) with its modillion cornice and Ionic porch columns, and the ca. 1924 brick David Seifert House (#77) with recessed entrance

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enframed by a handsome Palladian-inspired porch of Tuscan columns and round arched pediment. The 1940 Dr. Chancey Foster House #2 (#254) is a striking example raised in yellow brick that has a well-detailed stone entrance surround with stylish segmentally-arched entablature.

As the Colonial Revival became more closely identified with prototypes from the Virginia Tidewater during the late 1920s and 1930s, gable roofs and brick construction began to predominate Weldon examples. Perhaps the earliest local example is the two-story three-bay 1928 Dr. Henry Grady Lassiter House (#277), which features a trio of small pedimented dormers with round-arched windows, a small pedimented entrance portico, and the standard side porch. Two important frame examples of this genre are the 1937 Frank M. Rightmyer House (#273) and the ca. 1938 Casper W. Gregory House (#269), both three-bay houses being erected by Rightmyer (1903-1984), the leading contractor in Weldon from the 1930s through the 1960s. Both houses are covered with beaded weatherboarding and have modillion cornices, with the Rightmyer house having a distinctive flush-sheathed pediment at the uncovered entrance while the Gregory portico features a barrel-vaulted ceiling. By the late 1930s the one-and-a-half-story Colonial Cottage was increasingly popular for Weldon homeowners regaining economic stability following the Depression. Examples include the ca. 1938 Frank Cole House (#100), on which the central portico has an arch sawn into the front gable suggesting a barrel-vaulted ceiling that does not exist, and the ca. 1940 house at 413 Elm Street (#174) on which the entrance is contained within a slightly projecting gable-front bay that is accented with quoins.

Two Weldon houses stand out as exemplary of superior Colonial Revival design. The finest of the symmetrical Colonial Revival houses in Weldon is the 1934 DeLeon F. Green House (#1), an academic two-and-a-half story design with a dignified finish that is an impressive five bays wide. The segmentally-arched portico is emblazoned with a Doric-order frieze with triglyphs, while the stylishly-correct finish includes arched windows in the dormers, flanking one-story wings, and an uncovered terrace across the rear. Equally outstanding is the design of Mitchell Wooten of Kinston for the 1935 William A. Pierce, Jr. House (#270). The sophisticated frame and masonry house is a masterful composition of one- and two-story wings projecting from a one-and-a-half-story core, with broad shed dormers finished in understated fashion, elliptical fanlights in the sunporch, and a splendid vertically-reeded entrance surround.

Only the Craftsman style challenged the Colonial Revival for popularity among Weldon homeowners during the 1910s and 1920s. The style, which developed on the West Coast at the turn of the century, featured free-flowing informal plans and an emphasis on horizontal planes. Among its principal elements were deep eaves with exposed rafters or triangular brackets, broad hip and shed roof dormers, multiple-over-one sash windows, and tapered porch supports usually raised upon brick pedestals. Most local examples were constructed in frame while brick was reserved for larger, more ambitious examples. The style took many forms, and the compatibility

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of its finishing elements with the more formal character of the concurrently popular Colonial Revival resulted in successfully-integrated designs such as the ca. 1920 Alice B. Hudson House (#170). Here, a symmetrical two-story three-bay frame dwelling has a Craftsman porch and German siding, and, unlike the vast majority of two-story examples, the hipped roof lacks a dormer. The 1914 William L. Knight House (#95), the most accomplished local Craftsman house, is one of just two two-story Craftsman bungalows in Weldon, the other being a 1915-1923 house at 601 Cedar Street (#9) that features a broad, wood-shingled shed dormer. The Knight House is covered by a broad gable roof broken by a small projecting front gable, with heavy tapered pillars rising to support shed roofs over front and side porches. Heightening the house's solid character is the use of locally-quarried granite for foundation and porch pedestals, and the employment of wood shingles on the second story while the first story is covered with weatherboards.

The most prevalent Craftsman style house in Weldon is a one- or one-and-a-half-story bungalow. Designs as sophisticated as the ca. 1927 brick Tilghman House (#12), with its broad gable roof being punctuated with numerous bracketed shed dormers and the front and side gables filled with multi-colored earth-tone composite shingle, and the nearby ca. 1927 brick house at 605 Cedar Street (#9), on which the stuccoed gables are enlivened with false half-timbering, are in the minority. More prevalent are designs which vary upon a one-and-a-half-story end-gable form that has a front shed or gable dormer and a wide, often engaged, front porch, such as the ca. 1920 George David Hawks House (#171), which is covered with German siding; the weatherboarded ca. 1928 Frederick Jones Bounds, Jr. House (#163); or the brick ca. 1927 Kee House (#252). Even more numerous are modestly-scaled one-story gable-front bungalows that were sometimes built in clusters as rental property. Often, the decoration was limited to tapered porch posts, three-over-one sash windows, and perhaps asphalt shingles in the front gable. They were, with one exception, of frame construction, the exception being the ca. 1930 Mrs. Estelle Daniel Rental House #1 (#180), a charming brick design invigorated with a distinctive clipped front gable and diminutive shed dormers on the sides. Its adjacent companions, the ca. 1930 Mrs. Estelle Daniel Rental houses #s 2 and 3 (#s 181 and 182), follow traditional local form with engaged porch and asphalt shingles in the gables mimicking wood shingles. Nearly identical houses, except with attached gable-front porches enlivened with triangular brackets, include a pair of ca. 1927 houses at 8 and 10 East Eighth Street (#s 307 and 308) and the ca. 1935 Mitchell-Harris House (#18).

Craftsman elements were often found on foursquare form houses. These boxy two-story dwellings were contained beneath hipped roofs with facades usually shaded by a full-width porch. Foursquares were especially popular among middle class merchants, professionals, and shopkeepers. Two notable examples are the 1924 Jesse Augustus Harvell, Sr. House (#98), a large brick residence with brick piers supporting the porch, and the ca. 1930

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Sterling Pierce House (#183), a remarkably similar but smaller version. The house at 817 Elm Street (#189), built ca. 1930, is an especially fine example of the modestly-scaled Craftsman foursquare. Of particular importance is the same differentiation between exterior finishes-- weatherboarding on the first story and wood shingles on the second one-- that was used in the William L. Knight House.

The only other domestic style seen in appreciable numbers in Weldon is the Tudor Revival, a style that enjoyed a brief national popularity during the 1930s. Inspired by the building traditions of medieval England, this picturesque style was most commonly rendered in brick and features prominent or steeply-pitched gable roofs, front chimneys and doors often accentuated with stone, and a variety of window shapes and sizes. The William J. Edwards House (#79) is a large and powerful example, being the only known house designed in its style by Mitchell Wooten, a talented young architect from Kinston. The superb two-story house, raised in skintled brickwork with broad frame gables, a massive front chimney with elaborate multiple stacks, and an entrance framed with dressed limestone quoins, is an eloquent statement of the Tudor Revival style in eastern North Carolina. Other Gothic Revival houses in Weldon are modest one- or one-and-a-half-story cottages. The ca. 1932 Morhorn House (#83) is an end-gabled example on which the typically Tudor Revival front chimney, a small projecting entrance bay with arched door, and an engaged side porch with arched spandrels enliven the dwelling. The 1932 Michael Rabil House (#256) also has an end gable roof, here broken by a larger gable front that contains both the arched entrance and the front chimney, into which is set a distinctive arched niche. A diminutive dormer and engaged side porch with arches add further decorative interest.

Outbuildings

With few exceptions, the fifty-nine contributing secondary buildings (primarily garages) and objects (mostly fences) are associated with dwellings and were built during or after the 1910s. While there are only single examples of a former kitchen (#87-b), smokehouse (#130-a), and milk house (#130-b), there are forty-three garages, comprising seventy-three percent of the contributing secondary resources. Generally speaking, frame houses had frame garages and brick houses had brick garages, although some of the latter had less-expensive frame garages. The local availability of concrete block during the late 1930s also resulted in the construction of garages using this relatively modern material; however, most concrete block garages were built after 1946 and are therefore noncontributing. Noncontributing secondary resources include eleven garages and seven fences or walls, all noncontributing because it was built after 1946 except the altered (former) Grocery (#291-a) at 111 East Seventh Street.

The garages that are most important architecturally are those whose form and style echoes that of the residence. Several houses, such as both impressive houses designed by architect Mitchell Wooten, the 1935 Tudor

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Revival William J. Edwards House (#80) and the 1936 Colonial Revival William A. Pierce, Jr. House (#270), have attached garages at the rear or side that are carefully integrated into the design of the house. With rare exception, these larger houses are situated on corner lots so as to allow vehicular access from the side street. Because the automobile did not come into wide use until the 1910s, it is not surprising that garages built along stylish lines follow Colonial Revival or Craftsman forms. Among brick Colonial Revival garages are the two-story two-car ca. 1922 David R. Anderson Garage (#160-a) on which the three second-story bays and the hipped roof perfectly complement the house's form and finish, and the ca. 1934 one-and-a-half-story two-car Curtis R. Turner Garage (#132-a) on which the boxed cornice returns of the gable-front building echo the eaves of the house. The frame ca. 1926 one-car Morris Freid Garage (#70-a) is exemplary of the best Craftsman garages, with its hipped roof echoing that of the brick residence. Of particular significance are the original double-leaf doors, the lower half being accented by a "crossbuck" motif composed of decorative boards applied in a "X" pattern. Original doors remain on a number of garages, including several with doors that slide on overhead metal tracks. Important examples include the 1916-1923 Vinson-Inge Garage (#169-a), a two-car brick building sheltered by a hipped roof. Other significant garages include: the Gregory-Marks Garage (#16-a), a one-car gable-front building covered with German siding; the one-car hipped-roof Edwards-Green Garage (#87-a) with double-leaf doors having glazed upper panel and crossbuck lower panel, and possibly the oldest garage in the district being built between 1909 and 1915; the one-car frame Craftsman garage at 601 Cedar Street (#9-a) on which the front gable is covered with asphalt sheathing and distinguished by a decorative hammerbeam-like gable ornament; and a trio of cement block garages erected ca. 1935 to ca. 1940 behind the Inge-Gray House (#212), including a pair of two-car gable-front buildings which retain glazed double-leaf doors and a two-car garage with frame second story.

Outbuildings other than garages are limited. The only building thought to be a former kitchen is #87-b, a frame building with hipped-roof and German siding. It was either built after 1923, a late date for a separate kitchen building, or was moved from an unknown location. A smokehouse (#130-a) and milk house (#130-b) were built ca. 1925 behind the Wilson-Allen House, both covered by hipped roofs and German siding; the former is distinctive as it is attached to a contemporary hipped-roof two-car garage. Perhaps the oldest and most intriguing building is a small rectangular frame building (#35-a) behind the ca. 1870s Smith-Hux House that was possibly used as a storage building of some kind. The building is covered with board-and-batten siding placed horizontally, a very rarely seen treatment, and the narrow gable-front facade has a two-panel Greek Revival door. Sanborn maps indicate that it was moved here after 1923 and, unfortunately, nothing is known about its origins.

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Among the contributing fences/walls are several, such as #s 126-a and 261-a, which are composed of long granite blocks supposedly salvaged from the old Roanoke Canal basin during the early twentieth century. The rear yard and garden of the ca. 1934 Colonial Revival Curtis R. Turner House (#132-a) are enclosed by a handsome combination brick wall and iron fence, the topmost course of the former consisting of alternating header and rowlock bricks to create a distinctive and rhythmical pattern. There are few iron fences in the district and no contributing wooden ones. The finest of the iron fences is an elaborate cast- and wrought-iron Victorian design (#155-a) embellished by robust foliate and fleur-de-lis motifs that encloses the front yard of the 1913 Anna L. Pierce House. The ca. 1919 wrought iron fence (#68-a) with fleur-de-lis finials that encloses the side yard of the R. Craig F. Cornwall House is typical of fences manufactured by the Stewart Fence Company of Cincinnati. The handsome grounds of the elegant Colonial Revival 1934 DeLeon F. Green House are enclosed by a stately iron fence (#1-b) anchored by sturdy brick piers befitting a fine suburban estate. A simple fence (#254-a) composed of unadorned round pailings unpretentiously encloses the front yard of the ca. 1940 Dr. Chancey Foster House #2, complementing the yellow brick Colonial Revival residence.

Religious Buildings

While the Weldon Historic District includes only three churches, each one--the 1872-1899 Grace Episcopal Church (#153), the 1910 Weldon United Methodist Church (#125), and the 1915 Weldon Baptist Church (#131)--is an eloquent statement of church architecture and is situated on prominent corners along Washington Avenue, the Episcopal and Methodist buildings being directly across from each other. All three are of brick construction. The oldest is Grace Episcopal Church (NR 1991), a distinctive example of the reserved Gothic Revival style that was common during the mid-nineteenth century. The church, whose original brick walls were stuccoed in 1885, focuses on an attenuated three-stage corner belltower that is crowned by a steeply-pitched gable-front roof. Gothic arched openings pierce the building, the windows containing colored glass added during the early twentieth century. Across the street, the 1910 Weldon United Methodist Church exemplifies the Victorian Gothic Revival style that is elaborated with decorative corbelled brickwork and stone-capped buttresses. The design, executed by Wheeler and Stone of Charlotte, focuses on a pair of partially-inset towers of unequal height but identical finish, each topped by an octagonal spire, and a multitude of gothic arched windows. Though only five years younger, the 1915 Weldon Baptist Church is completely different in character, exhibiting the sturdy Colonial Revival appearance characteristic of the many designed by James M. McMichael of Charlotte. The facade presents an imposing pedimented portico supported by monumental Ionic columns. An impressively deep entablature, round arched second-story windows, and an octagonal hipped roof surmounted

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by a louvered octagonal lantern complete the edifice.

Commercial Buildings

Weldon's commercial buildings are almost exclusively situated along Washington Avenue, the principal thoroughfare of the town and district. Because of the importance of the railroad, with the first depot located between First and Second streets, the earliest commercial district was situated along Washington Avenue and First and Second streets. Though the first Sanborn map shows a number of small one- and two-story frame buildings here in 1885, none of these buildings survive today. Weldon's commercial resources are without exception of masonry construction, with two-story buildings predominating before 1930 and one-story becoming more numerous during and after the Depression. All, unless specified otherwise, are located on Washington Avenue.

The use of simple pilasters and broad second-story arches to define the upper facades and corbelled brickwork decoration are common elements of most of the earlier and larger buildings. The oldest and most impressive of these line both sides of the 100 block of Washington Avenue. These include the Emry-Zollicoffer Building (#137), the oldest commercial building in Weldon, begun in 1877, and the pre-1885 commercial building at 115 Washington Avenue (#104). The building at 117-119 Washington Avenue (#105), erected between 1885 and 1897, features one of the most distinguished upper facades in Weldon containing two tripartite windows, each surmounted by a rectangular central panel and round-arched outer panels in a curious variation on a Palladian window. Decorative skintled brickwork in the panels adds to the building's character. Across the street, handsome two-story buildings defined by pilasters and arches compose a triangular commercial block known locally as the "Flatiron block." The building at 100-102-104 Washington Street, erected 1897-1904, forms the point of the flatiron and is finished with a modest scheme of decorative corbeled brickwork that includes segmental arched lintels on the second-story. Its neighbors, the 1877/1920s Emry-Zollicoffer Building (#137) at 106-108-110-112 Washington Avenue, the 1882/1920s building at 114 Washington Avenue (#138), and the 1885-1887/1920s Emry Building (#139) at 116-118 Washington Avenue, were unified by a nearly identical facade during the prosperous 1920s. The upper facade is composed of shallow bays contained within broad arches springing from tall pilasters; a corbeled brick cornice further unites the twelve-bay front. Only the storefronts at 106, 108, and 110 remain reasonably intact, retaining recessed entrances with 108 being an arched entrance to the second story stair. Of note is that when the Farber Building (#111) was constructed ca. 1925, the same pilaster and arch motif was utilized but with a simpler corbeled brick cornice.

Other buildings erected during the late nineteenth or very early twentieth centuries heighten the Victorian Italianate character of Washington Avenue. The largest are the adjoining ca. 1902 Pierce-Whitehead

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Hardware Company Building (#142) and the ca. 1905 Weldon Furniture Company Building (#143). The nearly identical two-story five-bay brick buildings are handsomely embellished with decorative metal hoods above the second-story windows and an ornate metal entablature across the top. Of special importance is that the storefront of each remains largely unaltered with recessed double-leaf entrances and large display cases with paneled wooden aprons; the older storefront features cast iron pilasters from G. L. Mesker and Company of St. Louis. The two-story 1897-1904 Edwin Clark Building (#115) across the street is lavished with a robust assemblage of corbelled brickwork, including elongated corbels, drip hoodmolds, and a cornice featuring recessed panels. Its double storefront, divided and supported by fluted cast iron Mesker pilasters, is the most intact in town. The most academically-styled commercial building in Weldon is the diminutive one-story two-bay ca. 1895 Bank of Weldon Building (#106, on which the Romanesque limestone facade is invigorated with round arches, robust end pilasters, and a triangular raised parapet topped by an elaborate finial with ball. Though small compared to its neighbors, its stature is greatly enhanced by its architectural strength and sophistication.

Commercial buildings erected after 1910 are generally less detailed. The 1915 George C. Green Building/Bank of Halifax Building (#116) is a large three-story brick building having reserved Colonial Revival elements, including delicately thin terra cotta label molds above the upper windows. Several doors away is the 1919 Harvell Motor Company Building (#121), on which the prominent stepped front parapet and trio of broad segmental arches continue a form traditionally associated with liveries that was easily adapted by automobile dealers. More typical of 1930s and 1940s commercial construction is the ca. 1938 Frank Williams Building (#117), the ca. 1940 commercial building at 21-23 First Street (#224), and the 1946 Harvell Motor Company Annex (#120), each being a rectangular brick box with the simplest of decoration.

Only four commercial buildings in the district are located away from the Washington Avenue area. The 1913 Weldon Grocery Company Building (#231), the 1913-1914 Howard Jobbing Company Building (#223), and the ca. 1915 Weldon Motor Company Building (#230) were erected within three years of each other on adjacent sites in the 100 block of East First Street. Each features a prominent front parapet and segmentally-arched windows. The Weldon Grocery Building is a particularly large two-story brick edifice whose front gable parapet is accented by modest brick pilasters which terminate above the raking cornice with blunt finials. The one-story Howard Building, also erected for a wholesale grocery, features an impressive three-level stepped parapet invigorated by handsome corbeled brick pilasters and cornices. The Weldon Motor Company Building has a two-level front parapet accented with corbeled cornices. The ca. 1930 Carolina Telephone and Telegraph Building (#247) at 14 West Fourth Street is the only example of the Art Deco style within the district. The rectangular one-story brick building is defined by fluted limestone pilasters, each

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crowned by a stylized capital composed of an elongated hexagonal panel on a chevron field. Limestone is employed for the water table, cornice, and coping, in addition to enframing the central entrance.

Governmental Buildings

There are only two contributing governmental buildings within the district. The oldest is the 1893 (former) Weldon Town Hall (#239), a delightful little one-story brick building with partial basement containing a two-cell jail. It is covered by a dramatic bellcast gable-front roof, the front gable being sheathed with chevron-patterned beaded tongue-and-groove boards that focus on an elongated diamond-shaped louver. The diminutive projecting vestibule that shelters the entrance echos the form and finish of the main gable, resulting in a design of stylistic vigor that belies its small size. The 1938 United States Post Office (#123) is typical of brick Colonial Revival post offices erected by the Works Projects Administration throughout the United States during the Depression. The five-bay building is covered by a gable roof with a louvered central lantern and the broad entrance is surmounted by a large semi-circular fanlight. Typically austere elements complete the building.

Transportation Resources

The four transportation resources in the Weldon Historic District are among the largest and most visible resources in the district, and include the district's only antebellum resources. All are located in close proximity to each other and to the commercial section of town. The single resource related to the Roanoke Canal, the Stone Building (#220), is an impressive hipped-roof building with irregular sized granite blocks laid in random ashlar walls fifteen inches thick. It is thought to have been erected ca. 1830 to serve an unknown purpose for the canal. The character of its stonework is similar to that in the 1823 aquaduct over Chockoyotte Creek and in the ca. 1830 footings of the 1892 Weldon Corn Mill; both the aquaduct and the mill are included in the Roanoke Canal Historic District (NR 1976). The three railroad-related resources are among the most important resources in the district because of Weldon's history as one of North Carolina's earliest and most important railroad towns. The northeastern section of the Weldon Freight Depot (#222) is one of the oldest buildings in Weldon, having been erected ca. 1840 as one of the first buildings raised by the newly-completed Portsmouth and Roanoke Railroad. Furthermore, it may quite possibly be the oldest railroad building in the state. It is a one-story building raised in common bond brick and sheltered by a broad gable roof which terminates with a three-stage stepped parapet. The original warehouse was doubled in size in 1881. At the same time a two-story nearly square building was erected on the southwest for stores and offices. This section is covered by a low pyramidal roof and has simplified Italianate hood above the windows and sawn brackets accenting the cornice. The largest resource in the district

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is the Atlantic Coast Line Railroad Embankment and Viaduct (#218). This remarkable structure extends southwest to northeast for nearly eight-tenths of a mile, forming a highly visible and dramatic boundary for the northwestern side of the district. It carries two lines of track, first on an earthen embankment of increasing height and then by steel viaduct supported by iron trestles that rest on massive concrete pedestals. The structure was constructed 1910-1911 as part of a program to increase the efficiency of railroad operations at Weldon, with the tracks of the Atlantic Coast Line Railroad being elevated to allow those of the Seaboard Air Line Railroad to pass underneath. Actually, much of the increasing height of the embankment and viaduct is due to the decreasing elevation of the land as it approaches the Roanoke River, with the tracks being at the same general elevation as they were upon entering Weldon on the southwest. The two tracks crossed at the 1911 Union Station (#219), an impressive one-story brick building displaying subdued elements of the Prairie style beneath a broad hipped roof accented with deep bracketed eaves. With a simple exterior finish that incorporates elements of the concurrently fashionable Colonial Revival style, Union Station epitomizes the heyday of passenger station construction in North Carolina.

Industrial Resources

There is only one industrial resource within the Weldon Historic District, the 1925 Coca-Cola Bottling Company (#84). The primary building is a utilitarian two-story brick building that is simply detailed with such typical elements as a tile-capped parapet and metal fixed-sash windows with tilting central panes. An attached one-story warehouse is covered by a broad gabled roof terminating with a three-stage stepped parapet.

Archaeological Resources

The Weldon Historic District lies in close proximity to a portion of the former Roanoke Canal, an approximately seven-mile long navigational waterway placed on the National Register as a district in 1976. Because the boundaries of the nomination were listed simply as being 165 feet across centered on the canal, with no accompanying map showing the precise boundaries, it is entirely possible that some of the resources of the Weldon Historic District lying along East or West First streets are, at least partially on property technically included within the Roanoke Canal nomination. This is especially true of the Atlantic Coast Line Railroad Embankment and Viaduct (#218), Union Station (#219), the Stone Building (#220), and the Weldon Freight Depot (#222), all of which lie immediately southwest of the canal as shown by the 1909 Sanborn map; however, none of these were mentioned in the 1976 nomination. As portions of the canal remained open as late as the 1940s, there is a high probability of future archaeological excavations uncovering significant resources associated with the canal. Indeed, there have been proposals in the past for restoring a section of the canal nearest Union Station (#219) as a part of a canal and

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railroad museum. Even more significant is the archaeological potential of the (former) Roanoke Canal basin, a triangular holding pond constructed between ca. 1819 and 1822 to serve a twofold purpose: as a storage basin for water necessary for the operation of the canal locks, which extended easterly from the basin to the Weldon Corn Mill (NR 1976 as part of Roanoke Canal Historic District) and then to the Roanoke River, and as a shipping point for goods being transferred from river vessels to small bateaux that actually traversed the canal upstream. Local tradition states that canal basin was lined with skillfully-cut granite blocks, some of which were removed during the early twentieth century and utilized to define yards and lawns, the most visible example being the front lawn of the William E. Daniel House (razed ca. 1964) at 501 Washington Avenue (#126-a). After the canal ceased operation in the 1850s, this basin fell into neglect, being shown on the 1915 Sanborn map as a large water reservoir. It remained open until the 1940s when it was filled, supposedly, in part, by many truckloads of glass Coca-Cola bottles, to create a parking lot for the adjacent Coca-Cola Bottling Company (#84). Limited excavations in 1995 by John Clauser of the State Archaeology Branch confirmed that this was the site of the former basin, encouraging local citizens and officials discuss an extensive excavation in the future.

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INVENTORY LIST

Historical information contained in the inventory list is based on material from the Weldon inventory files at the North Carolina Division of Archives and History; Halifax County deeds; Sanborn maps: 1885, 1897, 1904, 1909, 1915, 1923; newspaper references; and oral history. Entry names refer to the original owner/occupant of the building unless otherwise noted.

Methodology

The major streets in Weldon extend northeast-to-southwest, and these streets are listed first, beginning with Cedar Street on the southeast and continuing to Elm Street on the northwest. Along each street, properties are listed from northeast to southwest, first those on the southeast side of the street and then those on the northwest side of the street. Then the southeast-to-northwest streets are listed, beginning with First Street on the northeast and ending with Eighth Street on the southwest. Properties are listed from northwest to southeast, first those on the northeast side of the street and then those on the southwest side of the street. Since the northeast-to southwest streets--Cedar, Maple, Sycamore, Washington, and Elm--run southwestwardly from the old Roanoke Canal, these streets have no North or South division. On the other hand, the southeast-to-northwest streets--the numbered streets--are divided by Washington Avenue into either East or West addresses; i.e. East First, West First, etc. A source of considerable potential confusion arises from the practice of reversing the numbering system between east and west designations; i.e., odd street numbers on the northeast side of "East" streets, and odd numbers on the southwest side of "West" streets. This is first apparent at entries #s 221 and 222.

The primary resource on a lot is assigned a number. Associated secondary resources carry the same with a letter "a," "b," and so on. The district map accompanying the nomination includes all inventory numbers.

Status

The letter "C" indicates a contributing building. A property determined to be noncontributing is identified by either "NC-age," indicating a property built after 1946; or "NC-alt," indicating a property that, while more than fifty years old, has been altered to the extent that it has lost its architectural integrity. Unless specified otherwise, each property continues in its original use. Resources other than buildings are denoted as "C" or "NC" along with the suffix "-str" for structures, "-si" for site, and "-obj" for objects.

Date

Building dates are largely derived from deed research and Sanborn maps. The earliest two Sanborn maps (1885 and 1897) delineate only the central commercial area focusing on the railroad depot, and the 1904 map

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illustrates only a slightly larger portion of the district. The 1909, 1915, and 1923 editions show the entire district with the exception of Woodlawn Avenue, which never appears on a Sanborn map. For dating purposes, a resource that appears on the earliest map showing its neighborhood is indicated as "by 1885" or by "1909," as the case may be. A resource which is not shown by one map but is shown by the next edition is indicated as "1909-1916," or however appropriate. City directories for Weldon do not exist prior to the 1980s. More precise dates come from deed research, newspaper accounts, or local tradition.

SOUTHEAST SIDE CEDAR STREET

1. **DeLeon F. Green House** 1934 C
401 Cedar Street

Elegantly-finished and academically-correct brick Colonial Revival residence displays character and sophistication inspired from grand eighteenth century James River plantations in Virginia--a grand suburban estate on a large lot; such large and stylish houses often referred to as Georgian Revival style, this example being designed by the New York architect William Lawrence Bottomly (1883-1951), a master in the style; two-and-a-half-story five-bay double-pile central section is anchored by exterior-end brick chimneys and covered by slate roof pierced by trio of gable dormers finished with arched windows framed by Doric pilasters; central entrance portico has segmentally-arched roof with paneled barrel vault supported by sturdy Tuscan columns and pilasters which carry a Doric-order frieze with triglyphs; modillion cornice and brick stringcourse which doubles as continuous sill for second story windows further delineate exterior; windows contain eight-over-eight sash on second story and nine-over-nine sash on first; one-story brick wings attached at each end; equally formal rear elevation has central entrance framed by stone quoins and sheltered by shallow porch of Tuscan columns and pilasters supporting triglyph entablature; uncovered stone terrace extends across rear elevation; contractor was George W. Kane of Durham; DeLeon Fillyaw Green (1884-1942) was son of prominent local physician Isaac Edward Green (#65); spent most of career in tobacco in New York City, rising to be vice-president of Liggett and Myers Tobacco Company; this built as retirement home for he and wife Dora Allen (Sater) Green (1883-1942); inherited by son, Dr. DeWitt Allen Green, who sold in 1953 after US 301 bypass took part of property along east; only eight of original twenty-two acres remain with house; owned from 1952 until 1961 by J. Winfield Crew, Jr., and wife, he being a local attorney and founder of WCBT radio in Roanoke Rapids; since 1961 owned by Mr. and Mrs. Flether Harrison Gregory, Jr.

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- 1-a **Garage** 1934 C
Brick garage containing 3 car bays beneath gable roof; storage above.
- 1-b **Fence/Landscape** 1934 C-obj
Handsome iron fence with sturdy brick piers encloses a well-landscaped eight-acre grounds designed by Richmond landscape architect, Charles F. Gillette (1886-1969); mature shade tree and carefully-selected specimen trees balance spacious, well-tended lawns and shrub borders; circular drive leads to house.
2. **Gentry-Capell House** ca. 1910 C
407 Cedar Street
Two-story frame Colonial Revival dwelling follows foursquare form with pyramidal roof pierced with twin interior chimneys, central false gable containing Queen Anne window, and full-width porch carried by Tuscan columns with projecting pedimented entrance bay; double-leaf entrance with transom; asbestos shingles; W. R. Gentry, an electrician who was a Virginia native, sold house in 1915 to locomotive fireman W. H. Capell; now duplex.
3. **FormyDuval-Rabil House** 1909 C
411 Cedar Street
Large T-plan frame Queen Anne dwelling with roof gables accented with cornice returns echoed on front by similar but diminutive dormer; extensive wrap-around porch carried by Tuscan columns features octagonal corner pavilion dates from updating with reserved Colonial Revival elements during early 1920s; J. O. FormyDuval was bookkeeper for a cotton mill; house acquired in 1920 and subsequently remodeled by Ameal Rabil, a native of Syria, who came to Weldon from Rocky Mount in the late 1910s; co-owner of downtown department store (#112); later built at 209 East Fourth Street (#255).
4. **J. L. Harris House** ca. 1903 C
415 Cedar Street
Two-story one-pile frame dwelling follows rural vernacular traditions; gable roof anchored by exterior end brick chimneys; 3-bay facade sheltered by 5-bay porch carried by reserved pillars, perhaps a 1910s-1920s updating into the Colonial Revival style; entrance sidelights, and four-over-four sash windows complete simple exterior; vinyl siding; Harris was proprietor of a feed store and also served several terms as town tax collector before 1920.
5. **House** 1950s NC-age
417 Cedar Street
Modest one-and-a-half-story brick Colonial Revival cottage typical of late 1940s-early 1950s, pair of frame, German siding, dormers pierce gable roof.

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6. **Mrs. Mary L. Cochrane House** ca. 1903 C
419 Cedar Street
One-and-a-half-story frame Queen Anne cottage covered by hip roof with pedimented gable above projecting bay-windowed bay on right; additional pediments on sides and rear continue asymmetrical composition; size, shape, and awkwardness of large central gable dormer indicates a later addition; full-width wrap-around porch carried by turned Victorian posts accented with eave brackets and joined by spindlework frieze and turned balusters; asbestos shingles; family tradition states that house was erected by printer A. L. Cochrane as home for his mother, Mary L. Cochrane, the widow of R. H. Cochrane; in 1944-1945 she ran a boarding house over Freid Building (#110); after her death, son and his wife, Juanita (Haywood) Cochrane resided here; she was brother to printer Ernest L. Haywood (#264).
- 6-a **Garage** 1915-1923 C
Large, 50-foot-long gable-roofed frame building located to rear along alley that runs at right angle to Cedar Street between houses #s 6 and 7; sliding doors on gable ends are made of diagonally-laid German siding, with horizontal German siding in end gables and sides sheathed with asbestos shingles; shown on 1923 Sanborn map labeled as barn and situated 150 behind house; moved closer to house, turned ninety degrees, and converted into garage during mid-1920s to 1930s.
7. **Duplex** 1950s NC-age
501 Cedar Street
One-story frame duplex composed of two adjoining three-bay units with central projecting pedimented porch beneath gable roof; six-over-six sash windows along with porch provides a modest Colonial Revival flair; replacement metal porch posts; asbestos shingles.
8. **House** 1915-1923 C
503 Cedar Street
One-and-a-half-story frame Craftsman Bungalow with wood-shingled shed dormer in center of gable roof; rectangular bay window on each side elevation; engaged porch carried by corner brick piers with tapered pillars on brick pedestals at steps; slender square-in-section balusters; similar to house at 414 Cedar (#15); aluminum siding.
9. **House** 1915-1923 C
601 Cedar Street
One of few two-story double-pile frame Craftsman Bungalows in Weldon; wood-shingled shed dormer in gable roof; full-width porch carried by tapered pillars on brick pedestals with no balustrade; shed-roofed porch on northeast is screened; aluminum siding; eight-over-one Craftsman windows.

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- 9-a **Garage** 1915-1923 C
Two-car frame structure, the front gable being sheathed with rolled asphalt sheeting and distinguished by a decorative hammerbeam-like gable-ornament; enlarged on southwest (right) in 1950s with frame storage shed.
10. **House** ca. 1927 C
605 Cedar Street
One-story double-pile brick Craftsman Bungalow with end gables of house and front gable of porch finished with stucco, false-half-timbering, and triangular brackets; finish is unique among Weldon bungalows; porch supported at corners by brick piers connected by square-in-section balusters, with intermediate brick half-pedestals at steps; six-over-one sash windows.
- 10-a **Garage** ca. 1930 C
One-car gable-front frame garage with double-leaf doors.
11. **House** ca. 1927 C
609 Cedar Street
Frame Craftsman foursquare, with hipped roof atypically without dormer; full-width porch has tapered pillars on brick pedestals and large square-in-section balusters; six-over-one sash windows.
- 11-a **Garage** ca. 1927 C
One-car gable-front frame garage with wooden double-leaf doors.
12. **Tilghman House** ca. 1927 C
611 Cedar Street
Large, impressively-finished one-story brick Craftsman Bungalow; T-plan has gable-front section and rear gable wings on each side; multiple shed dormers, triangular brackets, and gables sheathed with multi-colored earth-tone diamond composite shingles distinguish roofline; gable-front porch carried by brick piers at corners with uncovered wrap-around terrace on northeast (left) with curved front corner; brick railing wall; three-over-one sash windows; Tilghman was owner of furniture company in Emry Building (#139); divided into five rental apartments during late 1980s.
- 12-a **Garage** 1950s NC-age
Two-car metal-sided garage with end gable-roof.
- 12-b **Garage** 1950s NC-age
Large two-car gable-front metal-sided garage with no doors.

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13. **Dunn-Pope-Lawson House** ca. 1902 C
406 Cedar Street
Attractive one-story Queen Anne cottage finished with Colonial Revival elements; tall hipped roof broken on front and southwest (right) with pedimented gables over projecting wings, on front covering a semi-octagonal bay window; attenuated pedimented dormer balances front gable on northeast (left); full-width porch supported by modest square posts; two-over-two sash windows and entrance transom complete house; vinyl siding; apparently erected for Thomas B. Dunn, listed in 1900 census as a miller, and sold in 1903 to businessman J. T. Pope and wife, Alma V. Pope; they sold in 1917 to railroad agent W. B. Lawson, whose sister lived nearby in Capell-Owen House (#261); his wife, Ethel (Clark) Lawson, sold the house in 1948.
- 13-a **House** ca. 1950 NC-age
Small one-story gable-roofed concrete block house with exposed rafter ends and central entrance flanked by single and double six-over-six sash windows; most likely erected for rental purposes.
14. **House** by 1909 C
412 Cedar Street ca. 1940
Large two-story double-pile center-hall plan frame house remodeled into Colonial Revival style ca. 1940 with brick veneer, addition of semi-octagonal bay windows on front first story, and recessing central entrance and enframing it with modest pilasters; original full width porch replaced with uncovered terrace; hipped roof retains central hipped dormer; six-over-six sash windows.
- 14-a **former Garage** ca. 1928 C
Two-story frame Craftsman building covered by hipped roof; bracketed pent roof extends across both automobile bays, which were closed with doors and windows during conversion into storage or apartments; second story has three symmetrically placed windows.
15. **House** 1915-1923 C
414 Cedar Street
One-and-a-half-story frame Craftsman Bungalow with wood shingles in end gables and asbestos shingles on body of house; broad gable-front dormer with four one-over-one sash windows; engaged porch carried on large brick piers at corners assisted by slender tapered pillars on pedestals flanking the central steps; slender square-in-section balusters compose railing; exposed rafter ends; one-over-one sash windows; rectangular bay window on northeast (right).

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- 15-a **Garage** 1915-1923 C
One-car gable-front frame building with glazed overhead door; while garage is shown here on 1923 Sanborn map, the overhead door is a 1950s or 1960s replacement.
16. **Gregory-Marks House** 1913 C
416 Cedar Street
Vernacular two-story single-pile center-hall plan frame dwelling with triple-A roof; modest embellishments include Craftsman tapered porch pillars raised on brick pilasters, colored glass in Queen Anne diamond-shaped attic window, entrance with sidelights and transom, German siding, and two-over-two sash windows; house was built as rental for Casper W. Gregory, a grocer and partner with brother P. W. Gregory in Weldon Grocery Co. (#231); he and family resided on site of 1938 Post Office (#123) before building at 7 West Fifth Street (#269); The Roanoke News announced on October 23, 1913 that "ground work now being laid" and that when completed, it "will add greatly to that section of the town," which was characterized as "a splendid neighborhood;" sold to Jewish merchant J. H. Marks and wife, Maude, in 1914; remained in family ownership until 1954.
- 16-a **Garage** 1915-1923 C
One-car gable-front frame garage; German siding; exposed rafter ends.
- 16-b **Outbuilding** ca. 1925 C
Substantial one-room frame building with entrance in gable end; large windows on each side elevation; original use unknown, possibly as washhouse or storage.
- 16-c **Brick Outbuilding** ca. 1925 C
Distinctive little structure is only brick outbuilding in district; diminutive size, pierced brick in front gable, and lattice panel in door suggests early use as a dairy or for food storage.
17. **Goldman Rental House** ca. 1955 NC-age
418 Cedar Street
Small one-story three-bay frame house beneath gable roof; design focus is central rectangular bay window containing picture window with flanking casement windows and brick wainscot wall below; asbestos shingles; one of two adjacent rental houses (see 211 East Sixth Street, #276) erected by merchant and neighbor Louis Kittner (house #274) for sister-in-law, Bessie (Freid) Goldman and her husband Ben Goldman (house #283), the proprietors of Weldon Meat Market at 6 East Second Street (#236), she also being the niece of Morris Freid (store #110); remained in family ownership until 1995.

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18. **Mitchell-Harris House** ca. 1935 C
606 Cedar Street
Attractive one-story frame gable-front Craftsman Bungalow with asphalt shingles in gables; roofline also accented with triangular brackets and exposed rafter ends; gable-front porch has tapered pillars on brick pedestals with square-in-section balusters; Craftsman three-over-one-sash windows; several similar houses in area, see #s 59, 62, 286, 307, and 308; first known owner was Z. P. Mitchell and wife, Ella; owned by service station owner John Henry Harris and wife, Laura, since 1960s.
- 18-a **Garage** ca. 1935 C
One-car gable-front garage covered with board-and-batten siding, a rare survivor of this simple exterior finish; accessible from alley that runs along southwest (left) of house.
19. **C. P. Smallwood House** ca. 1903 C
608 Cedar Street
Two-story modified T-plan frame dwelling beneath hipped roof with projecting central wing having two-story semi-octagonal bay window; porch wraps around front wing, carried by turned posts embellished with small sawn brackets; German siding; two-over-two sash windows; original two bays on northeast (right) erected by house carpenter C. P. Smallwood as his residence; he moved to Norfolk in early 1910s and sold house in 1912; three different owners between 1915 and 1923 when Sanborns show the two-story wing on southwest (left) was added; numerous owners since.
20. **Ezra Dickens House** ca. 1930 C
610 Cedar Street
Pleasant one-story frame Craftsman Bungalow with distinctive little gable-front dormer in center of gable roof; triangular brackets and exposed rafter ends accent roof and dormer; engaged porch has asymmetrical composition of tapered pillars on brick pedestals and no railing; three-over-one sash windows; Dickens (d. ca. 1954), bought this in 1930s when he retired as manager of Grant Brick Yard; he and wife, Susie (Lucas) Dickens, resided here until deaths, succeeded by son Gordon Norman Dickens (1914-1962) and his wife, Florence (Neatherly) Dickens (1916-1983).
- 20-a **Garage** ca. 1930 C
Simple one-car gable-front frame garage with double-leaf doors with dog-eared corners.

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21. **(former) Weldon Boy Scout Hut** late 1920s C
101 Maple Street
One-story end-gable frame building with symmetrical facade of three windows and simple entrances sheltered by small projecting gable-front porches; replacement wrought iron posts; double-pile depth with exterior half-shoulder chimney on north (left); six-over-six sash and exposed ends of rafters provide subtle Craftsman/Colonial Revival character; local Boy Scout troop organized 1912 (four years after its founding in Great Britain and two years after the first troop in the United States), becoming Troop 1 because it supposedly was the first in the state; local troop met here until it disbanded in late 1970s; now owned by Town of Weldon and occupied by Roanoke Valley Adult Day Care Center.
22. **(former) The Roanoke News Building** 1950s NC-age
103 Maple Street
Undistinguished cement block gable-front building with cement block shed on front north (left); five windows along each side elevation not closed; home office of The Roanoke News, which was printing a weekly paper in Weldon by 1871; continued as the leading voice of the town and much of Halifax County until it ceased operations after the death in the early 1990s of publisher B. F. Turner; now True Fellowship Missionary Baptist Church.
23. **Vacant Lot**
105 Maple Street
24. **Vacant Lot**
107 Maple Street
25. **Vacant Lot**
109 Maple Street
26. **Weldon Fruit and Produce Co. Building** 1915-1923 C
111-113 Maple Street
Double-brick warehouse with simple corbeled brick decoration focused on stepped parapet; machiolated corners of parapet provide a bit of masonry flair of otherwise typical building; segmentally-arched windows; lot acquired from George E. Ranson (1870-1929) in 1921 by Pierce Johnson and S. B. Pierce, partners in Johnson Jobbing Co.; Robert A. Musgrove (house #93) later joined firm, being a cousin of S. B. Pierce; operated and owned since 1977 by J. W. Reese and sister, Jean (Reese) Clary.

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27. **Branch-Williams House** by 1909 C
403 Maple Street
Pleasant one-story frame Queen Anne cottage; two-over-two sash windows; replacement gable-front Craftsman porch has wood shingles in gable, turned balusters; early history unknown other than it was owned for many years by a cousin of J. Edwin Branch of Enfield, who bought several rental houses on Maple Street in 1920s; occupied from 1930s until 1950s by Frank and Maybelle Williams; he was a barber, first located in frame building at 225 Washington Avenue (#114), which burned; he then built ca. 1938 at 305 Washington Avenue (#117).
28. **H. B. House House** ca. 1927 C
407 Maple Street
One-story gable-front Craftsman Bungalow given a typically modest Weldon finish of tapered porch pillars on brick pedestals, exposed rafter ends, paired windows; atypical double nine-pane attic window; presumably erected for W. B. House, occupation unknown, and wife, who resided here until their deaths in the 1950s.
29. **Lonnie Hull House** by 1909 C
411 Maple Street 1909-1915
Vernacular two-story one-pile frame dwelling with traditional finish, including triple-A gables with distinctive round attic window in front gable; full width Victorian porch of turned posts with simple replacement railing of two-by-four lumber; double-leaf entrance; two-over-two sash windows; asbestos shingles; Sanborn maps indicate the one-story house erected here before 1909 was raised to two stories by 1915; first known occupants were Lonnie Hull, occupation unknown, and wife, Estella (Dickens) Hull, and her sister Claudia (Dickens) Hull; they had resided with her mother, Roberta (Butts) Dickens (d. ca. 1934) in the large family home at corner of Sycamore and Second streets prior to mother's death, after which they moved here; they were sisters to neighbor Joe Butts Dickens (#31).
30. **Spears-Freid Rental House #1** ca. 1906 C
501 Maple Street
One-story frame Queen Anne cottage beneath tall, nearly pyramidal roof; front and sides of narrow, three-bay house expanded by projecting bays sheltered by wood-shingled pediment; front pediment, over a semi-octagonal bay window, dominates asymmetrical design; weatherboard siding; two-bay wrap-around porch carried by replacement Craftsman tapered pillars raised on brick pedestals; rear ell; built as rental or speculative property for W. W. Spears, a railroad switchman, and sold in 1909 to dry goods merchant M. Freid; sold in 1928 to J. E. Branch of Enfield; remains as rental house; nearly identical to adjacent house at 503 (#31), with whom it shares its history.

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31. **Spears-Freid Rental House #2** ca. 1906 C
503 Maple Street
Nearly identical to neighbor at 501 (#30); major difference is that plans are reversed, porch on 503 is more extensive, 503 has German siding, different ell configurations; same history except Spears sold 503 in 1909 to L. R. Harrell of Louisiana, who sold in 1911 to M. Freid; tenants from 1926 until 1952 were barber Joe Butts Dickens (1894-1953) (store #136) and wife, Iola (Stinson) Dickens; remains as rental dwelling.
32. **Pearce-Freid Rental House** ca. 1908 C
505 Maple Street
Two-story frame dwelling has side-hall plan with projecting front gable terminated by semi-octagonal bay window; hip roof that covered front bay is a pleasant contrast to the more prevalent gables above front wings; asymmetrical Queen Anne form displays elements of the emerging Colonial Revival style; modest decorative sawn frieze with pendant drop at corner eaves; full width porch carried by Tuscan columns enclosed by turned balusters; two-over-two sash windows, German siding, and trabeated entrance complete exterior; built as rental or speculative by farmer J. B. Pearce, a South Carolina native who lived nearby at 207 East Sixth Street (#274); sold in 1915 to merchant M. Freid, who owned adjacent rental houses at 501 and 503 (#s 30 and 31); all three sold in 1928 to J. E. Branch of Enfield; remains as rental dwelling.
33. **Media Rose House** 1960s NC-age
507 Maple Street
One-story brick ranch with gable-front porch carried by wrought iron posts; built by contractor Frank M. Rightmyer (house #273) for furniture salesman Media Rose (d. 1994) and wife, Ruth (Faithful) Rose.
34. **Judkins House** ca. 1953 NC-age
605 Maple Street
Modest one-story triple-pile gable-front Craftsman Bungalow; no porch on three-bay facade, only simple gabled hood supported above central entrance by triangular brackets; six-over-one sash windows, exposed rafter ends, and locally-popular German siding; nearly identical to 611 Maple Street (#37); neighbor (#37) says Judkins family residing here in 1950s and sold "so many" times since.
35. **Smith-Hux House** 1870s C
607 Maple Street
Traditional one-story single-pile center-hall-plan frame dwelling with gable roof anchored on each end with brick (now stuccoed) exterior end chimneys; boxed cornices with returns well-finished with simplified Greek Revival moldings that suggest construction date in 1870s; rear ell enlarged in 1960s; local copy of 1909 Sanborn map has the vacant lot here marked "D."

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A. Smith," and this house appears on 1915 map; original location unknown and nothing else known about house; owned in 1940s-1950s by Oswald and Lillian Hux; since 1964 by J. Alton and Mary Lib (Perry) Hux, no relation.

35-a **Outbuilding** ca. 1870s C
Frame rectangular one-room building sheltered by low gable-front roof; covered with-board and-batten siding placed horizontally, a very unusual treatment; Greek Revival two-panel door on front (northwest), with closed rectangular windows on rear and northeast sides; other long side (southwest) is blind; nothing is known of building's history other than it was moved here after 1923 according to the Sanborn maps; lack of evidence of chimney suggests building not originally used as kitchen but for storage or other purpose.

36. **Vacant Lot**
609 Maple Street

37 **Louis Cooper Glasgow House** 1953 NC-age
611 Maple Street
One-story gable-front bungalow; picture window; simple gable hood above central entrance; asbestos shingles; erected for Glasgow (1908-1974), a millwright at Turners Saw Mill, and wife, Ethel (Dickens) Glasgow; most of lumber came from Turners; contractor was a Mr. Deacon.

38. **House** ca. 1960 NC-age
611.5 Maple Street
One-story gable-roofed ranch style house situated behind 611 Maple Street (#37); small windows; aluminum siding; accessible by drive from Maple Street and rear alley.

39. **Muller-Simpson House** by 1909 C
619 Maple Street
Traditional two-story single-pile center-hall plan frame house; three-bay facade features false central gable with diamond-shaped attic window of multiple colored glass panes; two-over-two sash windows; German siding; original full-width porch replaced in mid century by gable-front porch carried by turned posts sheltering just central trabeated entrance; local 1909 Sanborn map has this house labeled "Muller"; occupied for many years by Simpson and wife, Edith (Birdsong) Simpson (d. 1960s), both clerks, he at Pierce-Whitehead Hardware (#142) and she in Roanoke Rapids jewelry store; he remained here for several years after her death.

39-a **Wall** 1950s NC-obj
Concrete block wall five feet tall encloses entire yard behind house; course of decorative pierced block alongtop adds ornamental interest

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40. **Rental House** ca. 1950 NC-age
703 Maple Street
One-story gable-front Craftsman Bungalow with porch engaged in front southwest (left); small six-over-six sash windows; asbestos shingles; similar in form to pair of rental houses at 809 and 811 Elm Street (#s 185-186).
41. **House** ca. 1940 C
705 Maple Street
Pleasant one-story gable-front frame Craftsman Bungalow with gable-front porch carried by tapered pillars on brick pedestals; triangular eaves brackets; six-over-one sash windows; little known other than Callie Wood resided here briefly before moving to 801 Maple Street (#44).
42. **Branch Rental Duplex** ca. 1940 C
707 Maple Street
Modest one-story gable-front frame triple-pile dwelling, each unit with small gable-front portico carried by simple square posts sheltering entrance; six-over-six sash windows; asbestos shingles; belonged to Edwin Branch of Enfield, although unsure whether he had it built.
43. **Cook House** ca. 1900 C
713 Maple Street
Traditional one-story single-pile center-hall plan frame dwelling, very possibly a farmhouse before this part of Maple Street was developed; boxed cornices terminate at each of four gables with returns; three-bay shed porch carried by turned posts with no surviving additional decoration; six-over-six sash windows; home of parents of Gladys (Cook) Neatherly (d. 1980s), who later resided here with husband, DOT employee Cicero Neatherly, until their deaths.
44. **William Hazelwood House** ca. 1940 C
801 Maple Street
One-story end-front frame house with 1960s wings on each side giving it a somewhat "ranch" look; Craftsman gable-front central porch of tapered pillars on brick pedestals; one-over-one sash windows; aluminum siding; Hazelwood, occupation unknown, and wife, Virginia, lived here until deaths, both in 1980s.
- 44-a **Garage** ca. 1940 C
One-story one-car gable-front building with access from East Eighth Street; chimney for stove in rear west corner.
45. **House** ca. 1935 C
803 Maple Street
One-story gable-front frame Craftsman Bungalow; diminished gable-front

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roof above porch, supported in corners by tapered pillars on brick pedestals; aluminum siding.

45-a **Garage** 1950s NC-age
Two-car gable-front frame building with shallow pent roof spanning car bays.

45-b **Shed** ca. 1940 C
Small one-room frame building with entrance on gable front.

46. **Hugh Jones House** late 1930s C
805 Maple Street

One-and-a-half-story frame Colonial Revival dwelling; projecting gable-front porch carried by replacement wrought iron posts is flanked by single gable dormers on each side; four-over-one window sash; aluminum siding; Hugh Jones was employed at Coastal Lumber Company; owned since 1958 by John Riddle, employee at Coca-Cola Bottling Co (#84), and wife, Janie (Dickens) Riddle.

46-a **Garage** ca. 1940 C
Two-car gable-front frame building with shed addition on southwest (right) as additional car bay.

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47. **Fenton Jones House** ca. 1941 C
408 Maple Street

Modest one-and-a-half-story gable-roofed frame Colonial Revival cottage with gable-front portion; small porch at side-hall entrance carried with replacement wrought iron posts, while sunporch on southwest (left) side retains slender pillars; asbestos shingles; Jones was employee of Bounds Motor Company; after his death, his widow moved to Richmond.

48. **Owen-Stephenson House** 1909-1915; C
412 Maple Street ca. 1925

Two-story two-pile frame house beneath hip roof with broad false gable in center; full width porch carried by tapered Craftsman pillars raised on brick pedestals, though original turned posts remain at wall corners; turned balustrade; two-over-two sash windows, trabeated entrance, and enlarged rear ell complete house; Sanborn maps indicate house originally built as single-pile house--probably with end-gable roof--with long one-story ell; after 1923 two-story rear shed rooms added across rear and house covered by new hip roof; erected as rental property for railroad engineer Charles Jackson Owen (1867-1947) at the rear of his residence at 108 East Fourth Street (#261); sold in 1920 to J. L. Stephenson, occupation unknown,

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and his wife, Hazel, enlarged house, updated porch, and owned until 1935.

48-a **Garage** ca. 1940 C
Two-story building with concrete block one-car garage surmounted by frame second story apartment covered with asbestos shingles; replacement wooden stair is in front of garage bay, rendering it unusable by automobiles.

49. **Gus Pappas House** ca. 1925 C
500 Maple Street
Attractive Craftsman two-story brick house covered by gable-front roof with wood-shingled gable and curvilinear exposed rafter ends; wrap-around porch carried by large brick piers interspersed with tapered pillars raised on brick pedestals; balustrade composed of slats; Pappas was proprietor of restaurant (demolished) on West First Street until moving to Ahoskie before 1941; later owners included Edwin Harrison "Harry" Smith who was connected with Bank of Weldon (#106) started by his father, William H. Smith (house #151); wife Myrtle (Warren) Smith (d. before 1959).

50. **Roy Rodgers Edwards House** 1948 NC-age
502 Maple Street
Pleasant one-and-a-half-story Tudor Revival dwelling erected with distinctive vermiculite-faced concrete block; end-gable roof enlivened by projecting gable-front bay and definitive large front chimney; round-arched entrance, sun porch on southwest (left) carried by simple posts, and small six-over-six sash windows provide additional elements of style; Edwards, occupation unknown, and wife, Juanita (Underwood) Edwards, borrowed plans of a house they liked in Roanoke Rapids, and resided here until 1971 when they moved to his parents home at 10 West Fourth Street (#248).

50-a **Garage** 1950s NC-age
One-car gable-front frame garage; asbestos shingles.

51. **Mrs. Conwell House** 1960s NC-age
504 Maple Street
One-story frame ranch with carport engaged on northeast (right) end; asbestos shingles; erected for mother by Garland Conwell, who now owns numerous rental properties in Weldon.

52. **Rabil-Buck Rental Houses** ca. 1960 NC-age
53. 600, 602, 608 Maple Street NC-age
54. NC-age
Three one-story end-gable brick ranch style houses erected by contractor Frank M. Rightmyer for Michael Rabil (1897-1981), co-owner of a downtown department store (store #112, house #256), and T. Allen Buck (1902-1991), owner of Weldon Machine Works; houses at 600 and 608 have projecting asymmetrically-placed gable-front porches carried by brick piers, while

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middle house, 602 Maple, has shallow engaged porch supported by braces accented by intermediate wooden rondels; a distinctively "modern" flair on an unassuming dwelling; Rabil and Buck also built two similar houses on contiguous lots at 104 and 106 East Sixth Street (#280 and 281).

- 55. **Freid Rental Houses** ca. 1951 NC-age
- 56. 700, 702, 706 Maple Street NC-age
- 57. NC-age

Similar but distinctive one-story frame rental houses, each having gable-front porch with wrought iron posts, small six-over-six sash windows, and original asbestos shingles: 700 is gable-end with central porch, 702 is gable-front with partially-recessed porch, and 706 is gable-front with small central gable-front porch; erected for merchant Harry Freid (#110) by Roanoke Rapids contractor Ed Green, along with adjacent house at 108 West Seventh Street (#296); remain in Freid's ownership as rental property.

- 58. **House** ca. 1935 C
- 708 Maple Street

One-story gable-front frame Craftsman Bungalow with asphalt shingles as decoration in gable of gable-front porch; gables further accented with triangular brackets; tapered porch pillars on brick pedestals, with middle two replace with simple square posts; exposed rafter ends; three-over-one sash windows; nearly identical in form and finish to 712 Maple (#60).

- 59. **House** ca. 1940 NC-alt
- 710 Maple Street

One-story gable-front frame Craftsman Bungalow once identical to neighbors on each side (#s 58 and 60) but altered in 1970s with enclosure of porch and addition of brick wainscot, small gable hood above entrance, and aluminum siding; retains three-over-one sash windows.

- 60. **House** ca. 1940 C
- 712 Maple Street

One-story gable-front frame Craftsman Bungalow; nearly identical in form and finish to 708 Maple (#58), except retains all four tapered porch pillars on brick pedestals, two-over-two sash windows, and later asbestos shingles.

- 61. **House** ca. 1940 C
- 714 Maple Street

Traditional one-story hipped-roof double-pile dwelling with broad gable-front Craftsman Bungalow porch; triangular brackets and three-over-one sash windows heighten Craftsman character of this curious dwelling; replacement porch posts; vinyl siding.

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- 61-a **Shed** ca. 1950 NC-age
Small one-room gable-front frame shed, probably for storage.
62. **House** ca. 1935 C
800 Maple Street
Pleasant one-story gable-front frame Craftsman Bungalow; gable-front porch supported at corners by tapered pillars on brick pedestals and gable decorated with asbestos shingles; triangular brackets and three-over-one sash windows continue modest Craftsman finish.
63. **House** ca. 1940 C
802 Maple Street
One-story gable-front frame Craftsman Bungalow; distinguished from similar nearby houses by hipped-roof porch of Tuscan columns on brick pedestals; three-over-one sash windows are like neighbors; asbestos shingles.
64. **Charlie Shaw House** late 1930s C
804 Maple Street
Attractive one-and-a-half-story brick Colonial Revival dwelling; end-gable roof interrupted by front gable on northeast (right) and single dormer on southwest (left); round arched entablature above entrance; screened porch on southeast; erected for Charlie Shaw, a railroad employee, and wife, Ruth (Boseman) Shaw, Halifax county natives who resided here until deaths, both in 1960s.
- 64-a **Garage** ca. 1940 C
Two-car gable-front frame garage; each bay with separate door.

SOUTHEAST SIDE SYCAMORE STREET

65. **Dr. I. E. Green House** ca. 1881 C
301 Sycamore Street
Two-story two-pile side-hall-plan frame dwelling covered by low end gable roof pierced by single interior chimney; follows traditional form rendered in late Greek Revival and Italianate elements; three-bay facade sheltered by shallow hip roof porch carried by replacement trellised supports; trabeated entrance and six-over-six sash windows contained within austere molded surrounds with peaked lintels, those on front porch extending to floor with paneled aprons which open inward as jib doors; original corner pilasters removed when house covered with asbestos shingles in 1950s, but capitals remain just below simply detailed frieze and boxed cornice; house originally stood a little to the southwest, being moved to present corner location ca. 1949 to provide enough room to sell lot for erection of house at 305 (#66); Isaac Edward Green (1853-1919) was one of the leading physicians in Halifax County from 1880s until his death, being married

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twice, to Helen Day (1850-1902) and Margaret Williamson Brickell (1881-1965), and raising two families here; he was particularly active as the long-time county superintendent of health, and his re-election to that post in 1913 was called "a well deserved compliment to one who has held the office for a long number of years and whose service in the interest of the health of the county the people fully realize and appreciate" (The Roanoke News, July 17, 1913); after his death, his widow sold the house and built next door at what is now 309 Sycamore (#67); house moved to present location ca. 1949 for owner C. H. Gore.

66. **Overton Suiter House** 1950 NC-age
305 Sycamore Street

One-and-a-half-story brick dwelling illustrates typical character of the immensely-popular Colonial Revival style following World War II; trio of dormers punctuate gable roof, with austere pilasters framing uncovered central entrance; one story wings on each end, that on southwest (right) being a screened porch; contractor was Sam Brown of Roanoke Rapids; Suiter, a Northampton County native with mercantile and farming interests in the Garysburg area, and wife, Virginia (Owen) Suiter, continue to reside here.

67. **Margaret B. Green Grant House** 1919 C
309 Sycamore Street

Handsome one-story frame Craftsman Bungalow, being the "Pomona" from the Aladdin Company of Bay City, Michigan; purchased as all-inclusive kit of pre-cut lumber and all materials necessary to finish dwelling; broad end gables interrupted by offset projecting gable-front porch that is supported by paneled tapered pillars raised upon battered and stuccoed pedestals and highlighted by mock half-timbering; stylish elements include key-shaped eaves brackets; square-in-section porch balusters; stuccoed exterior end chimney; cantilevered bay windows on each end elevation, and diamond pattern upper sash windows; neighbor Dr. Isaac E. Green (#65) deeded this lot to his second wife, Margaret Williamson (Brickell) Green (1881-1965), in 1911 for her use and support; after his death in 1919, she sold the family house (#65) and had this house erected; neighbor Virginia (Owen) Suiter (#66), who was a child living nearby (#261), recalls the public interest when news spread that Mrs. Green's house had arrived on a boxcar; The Roanoke News reported on November 20, 1919 that Mrs. Green's residence "will be the first of the kind built in Weldon. The house was planned, and all the material, including the framing, cut and shipped here, ready to be put together, and will be a very handsome residence when completed;" the planned construction was first announced by the newspaper on October 9, 1919; Mrs. Green later married neighbor Henry L. Grant (1978-1961) (#88), and they resided here until their deaths; owned since by Mr. and Mrs. Matthew R. Kilpatrick, Jr.

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68. **R. Craig F. Cornwall House** 1919 C
311 Sycamore Street
Imposing example of Neo-Classical Revival residence features a monumental pedimented portico fronting a two-story double-pile block covered by a truncated hipped roof; paired unfluted columns and pilasters with terra cotta Corinthian capitals support pediment, which is embellished with modillion cornice and unusually tall entablature; house is framed by monumental unfluted Doric pilasters, from which impost blocks rise to support a much shorter continuous entablature; facade has eight-over-eight sash windows contained in broad surrounds, with handsome boxed entablatures and paneled aprons on first story and crossettes on second story; screened sunporch on southwest (right, West Fourth Street) elevation, with small ell on rear; Robert Craig F. Cornwall (1889-1948), a native of Henrico County, Virginia, came to Weldon in 1910s as superintendent of the Weldon water system (installed 1913-1914); the October 9, 1919 issue of The Roanoke News announced his purchase of this "beautiful corner lot . . . one of the most desirable locations in town," from neighbor Mrs. I. E. Green (#67), adding that "a fine residence" was planned; resided here with wife, Kathleen (Herbert) Cornwall, who moved from Weldon after his death, and mother, Martha L. Cornwall; property sold twice since 1948.
- 68-a **Garage** 1919-1923 C
Two-car hipped-roof frame garage with sliding crossbuck doors; six-over-six sash windows provide light; automobile access from East Fourth Street.
- 68-b **Workshop** 1919-1923 C
Frame hipped-roof building of same shape as garage but slightly smaller; single small window placed high near center of each elevation.
- 68-c **Fence** ca. 1919 C-obj
Wrought iron fence encloses rear yard along east Fourth Street; Gothic-arch posts and fleur-de-lis finials are typical of designs from Stewart Fence Co. of Cincinnati.
- 68-d **Fish Pond and fountain** ca. 1919 C-obj
Concrete circular pond in side yard along East Fourth Street; rising from center is cast iron ornamental fountain approximately three feet tall; ornamental foliage and features are characteristic of classically-inspired decoration of the early twentieth century; no surviving plantings; enclosed within chain link fence in 1980s.
69. **Vacant Lot**
401 Sycamore Street

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70. **Morris Freid House** 1926 C
405 Sycamore Street

Brick foursquare has a atypically broad facade, producing a sturdy and squat appearance; boxed eaves broaden hipped roofs on dormer, roof, and porch, the latter carried by large brick pillars with railing composed of square-in-section balusters; entire building flanked by exterior end chimneys; reserved finish of trabeated entrance with Craftsman sidelights and paired six-over-one sash windows; Freid (1867-1951) came to Baltimore in 1890s from his native Lithuania; after gaining mercantile experience as an itinerant peddler in Ohio, he returned to Baltimore, married Rosa Farber (d. 1970) in 1903, and came to Weldon where he was assisted in setting up a ready-to-wear clothing store on Washington Avenue (#110) by his brother-in-law, Henry Farber (store #111, house #207), Weldon's leading Jewish merchant; resided at 503 Maple Street (#31) before building here; contractor was Raleigh T. Daniel of Weldon; remains in family occupancy.

70-a **Garage** ca. 1926 C

One-car hip-roofed frame garage beneath hipped roof; double-leaf crossbuck doors.

71. **Marion Stuart Mountcastle House** ca. 1921 C
409 Sycamore Street

Handsome two-story double-pile stuccoed residence is excellent example of the American Foursquare house exhibiting reserved elements of the Prairie Style; symmetrical three-bay facade sheltered beneath low hip roof having broad boxed and small central hipped dormer; a similarly low hip roof covers the one-bay entrance porch which is supported by simple wooden posts and flanked by uncovered terraces with stuccoed apron wall; entrance flanked by Craftsman sidelights; paired six-over-six sash windows with tripartite four-over-four/six-over-six/four-over-four window compositions on first story; rectangular bay on northeast (left) with one-story rear ell; Virginia native Mountcastle (1871-11935) was the proprietor of a bakery, first appearing in local business directories in 1910; he and his wife, Susan W. (Bass) Mountcastle (1875-1956), resided here until their deaths.

72. **Ione T. Emry House** ca. 1950 NC-age
411 Sycamore Street

Handsome one-and-a-half-story frame house is fine example of post World War II Colonial Revival style with academic details--Flemish bond brick ends, beaded weatherboard, trio of wall dormers, well-executed entrance porch with Chippendale railing, large double-shoulder brick chimneys; parallel wing of similar size at rear is connected by breezeway glass-enclosed with arches; a second arched and open breezeway connects to garage at rear; house replaced one-story frame house shown on 1909 Sanborn, which was perhaps an Emry family residence; acquired in 1936 by Opal Ione (Tilman)

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Emry (d. 1974) from Charlotte Ann (Emry) von Mikusch-Buchberg, relationship unknown.

73. **Edwin Harrison Smith, Sr. House** 1924 C
501 Sycamore Street
Two-story brick foursquare with decorative elements drawn from Craftsman and Colonial Revival styles; truncated bellcast hip roof has brick chimney rising through flat upper section; deep boxed eaves with prominent frieze extends around house and full-width porch (now screened) of brick pillars with brick balustrade wall; paired eight-over-one Craftsman windows; one-story ell enlarged along northeast (right); Smith (1890-1948) began financial career with Weldon Bank and Trust Co., which had been formed by his father, William R. Smith (bank #10 home #155); later county tax collector until death; widow Myrtle (Warren) Smith sold house in 1951.
74. **Nash House** 1915-1923 C
505 Sycamore Street
Pleasant one-story three-bay double-pile frame dwelling has tall hipped roof broken by hipped dormer on front; broad one-bay hipped-roof porch supported by tapered pillars raised on brick pedestals; German siding; occupied in late 1920s by a Mr. Nash, an automobile dealer; bought ca. 1940 by attorney J. T. Maddrey who later moved to East Fourth Street (#254).
75. **Norman S. Barnes House** 1915-1923 C
509 Sycamore Street
Two-story double-pile side-hall-plan Colonial Revival house covered by hipped roof; original full-width porch removed in 1960s or 1970s and replaced; entrance now uncovered with pedimented surround; German siding; six-over-one sash windows; Barnes was employee for Ford Motor Company downtown.
76. **Vacant Lot**
511 Sycamore Street
77. **David W. Seifert House** ca. 1924 C
605 Sycamore Street
Large two-story double-pile brick Colonial Revival residence covered by unusually tall and prominent hipped roof; formal three-bay facade focuses on a handsome round-arched pediment with consoles whose Tuscan columns and pilasters frame the recessed, sidelighted entrance; sun porch on southwest (right); David Walter Seifert (1889-1960) was manager of local Coca-Cola Bottling Co. (#84), residing here with wife, Florence (Rowe) Seifert (1899-1989), until their respective deaths.
- 77-a **Garage** ca. 1924 C
Frame two-car garage with pyramidal roof and sliding garage doors.

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78. **Dorcas V. Morehead House** ca. 1924 C
609 Sycamore Street

Two-story frame foursquare handsomely detailed with notable Craftsman elements; prerequisite hipped roof with front hipped dormer and broad eaves; full-width porch carried by large brick pillars connected by a low brick balustrade wall, while overhead, the flat roof is enclosed by a balustrade of square-in-section members anchored by squat paneled posts; superb Craftsman entrance is finest of its style in town, framed by a broad architrave enclosing door and flanked by crossette-pattern sidelights and original Craftsman lanterns; Dorcas Ann (Vernon) Morehead (1872-1951) was widow of Weldon physician Robert P. Morehead (1870-1922), residing at 302 Sycamore Street (#85) at his death; she bought this lot a year later and resided here until her death.

79. **William J. Edwards House** 1935 C
613 Sycamore Street

Surperb two-story brick example of the Tudor Revival style designed by architect Mitchell Wooten of Kinston, who also designed the equally asymmetrical and sophisticated Colonial Revival home of William A. Pierce, Jr. (#270); broad gables are frame (now vinyl-sided); massive central brick chimney with elaborate stacks dominates design, with additional vigor supplied by typical Tudor elements: dressed limestone segmentally-arched surround with quoins at the entrance, a diminutive hipped-roof wall dormer on the front, a variety of window sizes and shapes, and skintled brickwork; gable roof atop projecting sun porch on southwest (eight) elevation facing East Seventh Street is repeated on two-car brick garage at year, connected by a covered breezeway; Edwards (d. 1990) was founder of the E and T Motor Company, incorporated October 1934; after death of first wife, Virginia (Bishop) Edwards, he married Geneva (Benthall) Liverman in 1970.

80. **Cephas P. Rodwell House** ca. 1914 C
703 Sycamore Street

Two-story frame dwelling illustrates continued popularity of asymmetrical Queen Anne form rendered with Colonial Revival elements; hipped roof broken by projecting gable with cornice returns; broad wrap-around porch of unfluted Ionic columns with terra cotta capitals accentuates visable location at corner with East Seventh Street; feature of East Seventh Street elevation is diminutive Palladian-inspired window illuminating second story stair landing; one-story hipped-roof kitchen at rear connected by enclosed shed rooms; aluminum siding; Rodwell (1868-1922) was agent for Seaboard Air Line Railroad, residing here with his wife, Blanch (Allen) Rodwell (1870-1945); after his death, she operated a boarding house here for a number of years.

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81. **House** ca. 1945 C
707 Sycamore Street
Popular one-and-a-half story brick Colonial Revival cottage with frame upper story; two widely-spaced gable-front dormers flanking large central chimney; simple Tuscan pilasters at uncovered central entrance and screened gable-end porch on southwest (right); eight-over-eight sash windows.
82. **John Ira Wyche House** ca. 1930 C
709 Sycamore Street
Two-story double-pile brick Colonial Revival style dwelling beneath pyramidal roof with central gable dormer containing an Palladian-inspired louvered vent; three-bay main block is crowned by modillion cornice; flat-roofed central portico shelters entrance with leaded sidelights and elliptical fanlight, while Tuscan columns support modillion cornice and wrought iron roof balustrade; flanking screened porch on northeast (left) and porte cochere on southwest (right) carried by similar columns, lack the modillion cornice, and are crowned by wooden Chinese Chippendale roof balustrades; Wyche (1879-1947) was a native of nearby Emporia, Virginia, coming to Weldon in 1902 and began a grocery career with Wyche, Bounds and Co. (store burned October 29, 1910, The Roanoke News, November 3, 1910); Howard Jobbing Co., incorporated 1913 (#223); and Merchants Distributing Co., incorporated 1921 (#231); he and wife, Alice May (Vincent) Wyche, resided here until deaths.
83. **Morhorn House** ca. 1932 C
711 Sycamore Street
Pleasant one-and-a-half story brick gable-roofed Colonial Revival cottage illustrating rising popularity of Tudor Revival in arched door entrance beneath small gabled good, prominent half-shoulder front chimney, and engaged porch on northeast (left) featuring broad spandrel arched between brick piers; little known of Morhorns other than wife, Elsie, operated a beauty shop at 104 Washington Avenue (#136) from 1930s to 1950s; later owned by Mr. and Mrs. James Tolbert and Mrs. Eula Hudson.

NORTHWEST SIDE SYCAMORE STREET

84. **Coca-Cola Bottling Company** 1925 C
10 Sycamore Street
Large two-story utilitarian brick building illustrates type of simple industrial/commercial buildings erected during early twentieth century; main two-story building has five bays containing fifteen-pane metal sash windows with operable central nine-pane panels and tile coping on gradually-stepped parapet; one-story garage attached to northeast (right) is covered by broad gable roof terminating with pronounced stepped parapet; ramp recessed below grade facilitates easier loading/unloading of delivery

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trucks; local Coca-Cola operations supposedly began in 1906, though Weldon Coca-Cola Bottling Works (#84) not incorporated until May 27, 1909 by George H. and W. J. Hutaff of Weldon and C. A. Seifert of Wilmington; the latter's son, David, came to Weldon as local manager, erecting a house at 605 Sycamore Street (#77); Hutaff family retained ownership until Coca-Cola bought local franchises in 1993; bottling activity ceased in 1987 when bottling was regionalized; now distributing center for Halifax and Northampton counties.

84-a **Garage** ca. 1950 NC-age
Substantial one-story gable-roofed building entirely sheathed with corogated metal; several large sliding doors on southwest elevation allow truck access.

84-b **Office** ca. 1980 NC-age
One-story double-wide mobile home; vinyl-siding.

85. **Morehead Rental Houses** ca. 1920 C
86. 300, 302 Sycamore Street C
Pair of identical mirror-image one-story brick Craftsman Bungalows; each hipped roof broken by offset front gable sheltering porch and side gable; gables accented with stucco and mock half-timbering and broad spandrel arches springing from corner brick pillars; brick railing wall; Dr. Robert P. Morehead (1870-1922) and wife, Dorcas Ann (Vernon) Morehead (1872-1951) resided in #302 for only a few years before his sudden death; Dorcas, who also owned adjacent rental house on East Third Street (#246), built a residence for herself ca. 1924 at 609 Sycamore Street (#78).

87. **Edwards-Green House** ca. 1878 C
308 Sycamore Street ca. 1925
Impressively large two-story frame residence is stylishly finished with Italianate elements; imposing modified U-shape plan is composed of original T-shaped block on southwest (left) that was expanded into present form ca. 1925 by addition of matching double-pile gable-front section on northeast (right); woodwork on new wing copied from original so well that evolution is discernable primarily from Sanborn maps; intersecting gable roofs accented by robust brackets defining frieze panels accented with diamond-shaped molded lozenges; in each projecting gable-front wing is a semi-octagonal bay window on the first story, above which is a pair of segmentally-arched twelve-over-twelve windows surmounted by a robust boxed and peaked hood supported by consoles; the rest of the house has single twelve-over-twelve sash flat-headed windows in flat, unadorned surrounds; between the two wings is a one-story porch carried by sturdy chamfered posts accented by elaborate saen brackets, with the railing composed of sawn slats displaying urn and fleur-de-lis motifs; the rear is occupied by a small one-story ell and a nearly full width rear porch that has been

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largely enclosed; first owner was R. P. Edwards (d. before 1900), a Virginia-native who was agent for the Seaboard and Roanoke Railroad, and perhaps the same person as R. O. Edwards who was in charge of enlarging the Weldon Freight Depot (#222) in 1881 for the Seaboard and Roanoke Railroad; the house property had belonged to the family of his wife, Cary R. (Campbell) Edwards, with the home of her father, John Campbell (d. 1866), having stood nearby; in 1908 the house was sold to George Chancellor Green (1878-1960), a son of neighbor Dr. Isaac E. Green (#65); the younger Green was an attorney, president of the Halifax County Bar from 1924 until his death, and held the same position statewide in 1939-1940; he was mayor of Weldon from 1915 to 1919, chairman of the local school board from 1915 until 1933, and held legal positions with the federal government during both World Wars; he and his wife, Virginia (Suiter) Green (d. after 1960), resided here until their deaths;

87-a **Garage** 1909-1915 C
One-car brick garage beneath hipped roof; original wooden double-leaf doors, each leaf with glazed upper panel and crossbuck lower panel.

87-b **Kitchen** ca. 1925 C
One-story one-room frame building beneath hipped roof; echoes form of nearby garage (#87-a) except sheathed with German siding; said to have been a kitchen, although not shown on this property by 1923 Sanborn map.

88. **Henry L. Grant House** 1911 C
400 Sycamore Street

Large two-story transitional Queen Anne-Colonial Revival frame house covered by tall hip roof enlivened by hipped front dormer and pedimented gables atop projecting bays on both side elevations; symmetrical broken by diminutive pediment in eastern corner of roof, which echoed original corner pavilion of wrap around porch; pavilion taken off 1915-1923 and removal of porch's corner section in 1960 leaves Tuscan-columned porches on front and northeast (West Fourth Street) elevations unconnected; one-story rear ell with minor additions; asbestos shingles; a native of Northampton County, Grant (1878-1961) came to Weldon as a young man, first working in the bicycle shop of J. L. Judkins (1835-1905), and began long career with Atlantic Coast Line Railroad in 1903, becoming Freight Agent in 1907; August 3, 1911 issue of the The Roanoke News announced that "H. L. Grant's handsome new residence is going right up," and the December 21, 1911 issue declares that "Mr. Grant says he is much pleased with the house and that the old veteran builder, Bug Parker, did the work in a most satisfactory manner;" wife was Cora (Pair) Grant (1879-1922); also living here until their deaths were her mother, Margaret C. (Burt) Pair (1837-1928), and brother, James A. Pair (1878-1928), he being the proprietor of a downtown confectionery; in 1940 Grant married Margaret Williamson (Brickell) Green (1881-1965), widow of neighbor Dr. Isaac E. Green (#65), and after several

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years moved to her nearby residence (#67), where both resided until their deaths; Grant's house remains in family ownership, occupied by daughter, Hazel (Grant) Sechler, wife of Herbert Rufus Seckler (1902-1943), who came to Weldon as high school science teacher and sports coach, later cashier at Southern Cotton Oil Co.

88-a **Garage** 1915-1923 C
One-car gable-front frame garage with replacement overhead door.

89. **Vacant Lot**
406 Sycamore Street

90. **Ida Wilkins and Laura Powers House** 1922 C
412 Sycamore Street

Boxy, simply-finished frame foursquare with prerequisite hipped roof, here with central hipped dormer; three-bay porch carried by Colonial Revival Tuscan columns; aluminum siding; built for sisters Ida T. (Powers) Wilkins (1847-1931) and Laura W. Powers (1955-1946); Mrs. Wilkins was apparently widowed at a young age, for on October 6, 1881 the The Roanoke News reported that "Mrs. Ida T. Wilkins, will soon open a restaurant and boarding house on the European plan at Barkley's old stand, next door to Hart and Harrison's on Washington avenue. Private dining rooms for ladies is one of the features of this restaurant;" the house was sold by estate in 1946, and acquired in 1951 by Florence (Freid) Coblenz, daughter of neighbor Morris Freid (#70).

91. **H. C. Spiers House** 1914-1915 C
416 Sycamore Street

Two-story frame dwelling combines elements of the three most popular domestic styles during 1910s: asymmetrical Queen Anne composition beneath hipped roof interrupted by gables and Queen Anne window sash, boxed eaves and pedimented gables containing Colonial Revival elliptical fanlight above window in front gable, and Craftsman porch pillars on brick pedestals and entrance with transom and sidelights; The Roanoke News announced on April 9, 1914 that Henry C. Spiers, a retail merchant, had plans to build here, and on October 22, 1914 noted that work on the dwelling is "being pushed;" for reasons unreported, construction ceased and was not resumed until reported by the paper on February 4, 1915; how long Spiers and his wife resided here is unknown; during the mid-1940s it was owned by Edward B. and Mildred S. Emory.

92. **Charles Rufus Daniel House** ca. 1924 C
500 Sycamore Street

Attractive one-and-a-half-story frame Craftsman Bungalow beneath end-gable roof broken by large gable-front dormer; false-engaged porch has tapered pillars raised on brick pedestals and square-in-section balusters; each

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side elevation expanded by rectangular bay window; exposed rafter ends, German siding, and Craftsman three-over-one sash windows complete house; Daniel was an attorney, like his father, Walter E. Daniel, whose grand house stood immediately to the rear of this before it was demolished ca. 1964 (see #126); son's house is built where father's stable stood; Charles and wife, Mary (Barber) Daniel, resided here until deaths.

93. **Robert A. Musgrove House** 1938 C
504 Sycamore Street

Attractive asymmetrically-composed one-and-a-half-story frame house beneath end gable roof reflects continued popularity and versatility of Colonial Revival cottages; projecting gable on front southwest (left) balanced by pair of gable dormers on northeast (right); end brick chimneys, recessed entrance, and one-story one-room wings on each end complete design; erected for Musgrove (1902-1986), partner in Weldon Fruit and Produce Co. (#26), and wife Roe Ella (1902-1985), who resided here until their deaths; he grew up in the home built by his grandfather, James Alexander Musgrove, on West Fourth Street (#248).

94. **Melvorn F. King House** 1915-1923 C
508 Sycamore Street

One-and-a-half-story frame Craftsman Bungalow with broad shed dormer piercing gable roof; wood shingles sheath gable ends and dormer, with German siding on main story; engaged porch carried by squat tapered pillars on brick pedestals with square-in-section balusters; exposed rafter ends; six-over-one sash windows; King (1907-1961) was associated with Weldon Fruit and Produce Co.; after his death, widow Margareid (McDonald) King sold house and left Weldon.

95. **William L. Knight House** 1914 C
600 Sycamore Street

Handsome two-story frame Craftsman dwelling is most accomplished Craftsman design in Weldon; house faces Sixth Street but uses Sycamore Street address; end-gable roof has broad eaves and is broken on front by gable over slightly projecting entrance bay; weatherboarding on first story and wood shingles on second are painted period colors, with the upper story being the darker; such authentic Craftsman paint schemes are not common in small towns in eastern North Carolina; most distinctive feature is use of ashlar granite on foundation, interior chimneys, and for pedestals and railing wall for stylish porches, full width on facade and small one-story porch on northeast (Sycamore Street), furthering the style's sturdy and earthy character; heavy tapered posts rise from granite piers to support separate shed roofs over each porch; contractor was Walter Daniel, but source of plans unknown; construction progress noted by The Roanoke News on October 22, 1914; attorney William Lloyd Knight (1881-1941) and wife, Carrie (Smith) Knight (1887-1976), were both Northampton County

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natives; he maintained law office in Emry Building (#139) and was active in many Weldon enterprises, particularly Weldon Building and Loan Assoc. and Weldon Realty Co.; also widely known as Methodist layman and lecturer; Knights resided here until deaths.

96. **House** ca. 1950 NC-age
604 Sycamore Street
One-and-a-half-story brick Colonial Revival cottage beneath gable roof; central false gable contains diamond pane window; small entrance portico has Doric columns; brick terrace extends across front, connecting to porch on northeast (right); course of basketweave brick accents water table.
97. **Weldon Baptist Church Parsonage** 1915-1923 C
608 Sycamore Street
Frame Craftsman foursquare with hipped roof punctuated with gable dormers on front and sides; broad eaves with exposed rafters; full-width front porch carried by large brick pillars from which low wooden spandrel arches spring; square-in-section balusters; aluminum siding; built as parsonage for Weldon Baptist Church (#131) directly to rear; remains as such.
98. **Jesse Augustus Harvell, Sr. House** 1924 C
612 Sycamore Street
Large brick foursquare beneath tall hipped roof; much the same form as David Seifert House (#77) across street, except stylistic finish is Craftsman, with full-width porch carried by large brick pillars and enclosed by balustrade of square-in-section members; Craftsman eight-over-one sash windows; similar in form to smaller ca. 1930 Sterling Pierce House (#183); contractor was Arthur C. House (1879-1938); original builder's specifications in possession of owner; Harvell (1884-1949) was automobile dealer (Hupmobile, Plymouth/Dodge, DeSoto) at 321 Washington Avenue (#121); he and his wife, Bessie (Ivery) Harvell (1886-1964), built this house on the site of a one-story frame dwelling of his parents, Charlie Harvell, a liveryman, and Florence (Medlin) Harvell; that house moved one block to 609 Maple Street, where it stood until demolition in 1970s; remains in family ownership.
- 98-a **Garage** 1924 C
Brick two-car garage beneath pyramidal roof; original sliding wooden doors; access from East Seventh Street.
99. **Rightmyer Duplex** ca. 1950 NC-age
704/706 Sycamore Street
One-story hipped-roof brick ranch duplex; slightly projecting 706 unit has engaged porch while entrance to 704 is uncovered; tripartite windows have central six-over-six sash flanked by sidelights; Rightmyer was Weldon's leading contractor during mid-twentieth century, erecting many dwellings in

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district, including his own residence (#273); he did not own this for long period and it has been sold at least several times.

100. **Frank Cole House** ca. 1938 C
708 Sycamore Street

Attractive example of popular one-and-a-half-story brick Colonial Revival cottage; gable-roof pierced by two gable dormers; central portico has arch cut into gable that suggests a nonexistent barrel-vaulted ceiling behind; Cole was connected with the railroad in Rocky Mount, residing here with wife until their deaths; remained in family occupancy until late 1980s.

NORTHEAST SIDE WASHINGTON AVENUE

101. **Terminal Inn Restaurant** ca. 1960 NC-age
101 Washington Avenue

Non-descript one-story brick commercial building with recessed entrance on northeast (East First Street) end of facade, with three aluminum frame windows to southwest, one fitted with sliding window for food service; occupied by Terminal Inn, a sandwich shop, until the 1980s; now vacant.

102. **Weldon Town Hall** 1976 NC-age
109 Washington Avenue

One-story brick building with recessed central entrance; modest Colonial Revival elements include bay window on northwest (left) facade; false hipped roof across front.

103. **Weldon Police Station** ca. 1970 NC-age
111 Washington Avenue

Plain one-story brick building with entrance recessed between aluminum frame windows composed of large upper rectangular pane over three small square panes.

104. **Commercial Building** by 1885 NC-alt
115 Washington Avenue

Two-story nineteenth century brick commercial building with upper windows on three-bay facade closed with bricks; replacement storefront retains traditional recessed entrance form but rebuilt in aluminum; transom covered with sheet metal; history unclear; entire block acquired in 1875 by Roanoke Literary Society by will of Michael Ferrall; sold ca. 1880 and building erected by 1885 when Sanborn map records a dry goods store on first story, offices on second story, and Masonic Hall on third story built by 1885; these uses continued until the mid-1910s, when a clothing store occupied the first story; lodge remained on top floor until at least 1923; variety of mercantile establishments in main first story space until 1980s; since when it has been vacant.

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Halifax County, North CarolinaSection number 7 Page 48105. **Commercial Building** 1885-1897 C
117-119 Washington Avenue

Large two-story double-storefront brick commercial building; upper facade divided by brick pilasters into six symmetrical bays containing narrow and wide bays though all windows now brick enclosed; above four narrow bays are blind semi-circular fanlights filled with decorative skintled brickwork and framed by soldier course archivolt; blind transoms above two wide bays filled with similar decorative brickwork; the result is a curious variation on a Palladian window; history of building is unclear; like neighbor (#104), this lot owned during late 1870s by Roanoke Literary Society; a double brick store was built here in 1880 by grocer and liquor merchant R. W. Daniel, with that building being replaced by the larger present building by 1897, when both stores were occupied by dry goods establishments; in 1909 the upper story of the northern store (117) was occupied by offices of the Telephone Exchange, which moved to the upper floor of the southern store (119) by 1915, where it stayed until at least the mid 1920s; entire building occupied by the Belk-Leggett Store from the 1930s until 1970s; remnants of the store's advertising signs remain on the southwest (right) and rear elevations; building is now unoccupied.

106. **(former) Bank of Weldon Building** ca. 1895 C
121 Washington Avenue

Diminutive one-story two-bay limestone-faced building is, architecturally, the most sophisticated commercial building in downtown Weldon; superbly-executed Romanesque elements include the use of rock-faced limestone on the exaggerated voussoirs that enframe the building's definitive arches, including a colored glass elliptical fanlight in the triangular raised parapet; rock-faced limestone also used to fill the rest of the parapet, beneath the single front window, and on pilasters that bracket facade; in contrast, dressed limestone is utilized for the cornice containing dentils having robust masculine scale, for fluted shafts of the pilasters; intricate Normanque capitals embellished with anthemions, and broad molded raking cornice; crowning design is a robust finial with ball; on the southeast (right) is a stuccoed brick wall approximately fifteen inches thick and slightly higher than the building and topped by clay capstone; remaining from adjacent two-story commercial building which burned in 1970s and necessary to stabilize now-exposed wall; Bank of Weldon was formed by William R. Smith (1842-1920) (house #151) and built this on property he purchased in 1881 from Roanoke Literary Society; (in 1881 Smith had Maj. T. L. Emry erect the large two-story brick commercial buildings on the corner, which burned in the 1970s;) Weldon's first bank, it continued here, with Smith as its cashier for many years, until 1928 when it relocated to 301 Washington Avenue (#116); building sold by heirs in 1928 to Weldon Building and Loan Assoc., which maintained offices here until the 1940s, along with the insurance agency of L. C. Draper (#119), who served as the association's secretary-treasurer; occupied by Drapper until 1956 and by a

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succession of businesses since.

107. **Vacant Lot**
123-125-127 Washington Street

108. **Vacant Lot**
129-131-133 Washington Street

109. **Vacant Lot**
133-135 Washington Street

110. **Freid Building** 1891 C
201-203 Washington Avenue ca. 1928

Simply-detailed two-story brick commercial building; architectural focus is corbeled brick cornices composed of simplified modillions along both Washington Avenue and East Second Street (northeast) elevations; on second story are pairs of one-over-one sash windows, four across front and three on side, the latter separated by single windows; aluminum and plate glass storefronts on both elevations date from 1960s, although traditional recessed configuration of entrances remain; The Weldon News announced in July 1891 that Joseph T. Evans would erect a two-story brick building here (Vick, July 22, 1982); Evans, twice served as Weldon's postmaster, from 1857-1859 and 1879-1889; stores faced East Second Street until remodeled ca. 1928 by clothing store merchant Morris Freid (1867-1951), who bought building in 1916 after renting from C. G. Evans since ca. 1910; an immigrant from Lithuania in the 1890s, Freid (houses #s 31 and 70), came to Weldon soon after his 1903 marriage to Rosa Farber, the sister of Weldon's pioneer Jewish merchant, Henry Farber (store #111, house #207); had previously been an itinerant peddler in Ohio, and worked in Farber's store until embarking on a mercantile career of his own; business continued by sons Harry and Morris until closing in 1989; vacant since; earlier occupants of three stores (when they fronted onto East Second Street) included general mercantile stores, saloon, post office (ca. 1904-ca. 1909), tobacco shop, dry good store, and Chinese laundry (ca. 1915); the second story was occupied by a boarding house from at least 1896 (known as the Evans House and operated by Mrs. J. T. Evans) until the late 1940s; during World War II it was operated by Mrs. Mary Cochrane (house #6); Freids used upstairs for storage from late 1940s until 1989.

111. **Farber Building** ca. 1925 C
205 Washington Avenue

Two-story two-bay brick commercial building displays same recessed arched upper story as seen on the southwest side of the 100 block of Washington Avenue, buildings #s 137, 138, and 139; second story defined by three brick pilasters with simple corbeled capitals which form the base from which the arches spring to enclose double one-over-one sash windows; parapet accented

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with cornice of corbeled brick modillions; storefront replaced and transom closed in 1960s with aluminum, glass, and composite panels; modern metal flat awning; Henry Farber (ca. 1871-1948) (house #207) was a native of Lithuania, coming in 1892 came to Weldon; opened own store in 1896 on West First Street near the railroad, remaining there until building this structure; incorporated as general mercantile company in March 1934; played central role in developing a Jewish community in Weldon that was surprisingly strong for a small town in eastern North Carolina; among the relatives he helped establish in business here were brother-in-law Morris Freid in the adjacent store (#110), and nephews William B. (house #249) and Michael Josephson (house #197), the latter being his partner in Farber and Josephson, a men's ready-to-wear clothing store; Farber and Josephson continued here under direction of son Morton Farber until the late 1980s.

112. **Rabil Building** 1897-1904 C
207-209-211 Washington Avenue

Large two-story seven-bay three-storefront brick building with upper facade dating from remodeling in mid-1930s; seven simple brick piers define bays and rise to parapet, which is accented at top by corbeled cornice with simplified modillions; single one-over-one sash windows in each bay, with bands of corbeled rowlock bricks for sills; above storefront are courses of basketweave brick outlined with rowlock bricks; storefront is intact from 1930s, featuring deep double-leaf entrances, large display windows, and Carrara glass sheathing aprons and single free-standing pillar; modern metal flat awning; brick stores stood here by 1904, occupied by stores such as G. W. Biggerstaff's clothing store, Dr. D. Zollicoffer's drug store, and L. A. Farinholt's general store among others; between 1913 and 1933 they were acquired by the Rabil brothers, Ameal (ca. 1891-1975) (houses #s 3 and 257) and Michael (1897-1981) (house #256), natives of Hamana, Lebanon, who had come to Weldon from Nash County; here they operated Rabil Brothers Department Store until their deaths; building and business acquired in early 1980s by Kittners (#113) who expanded here and continue to occupy building.

113. **Kittner Building** 1930s NC-alt
217-219 Washington Avenue

Two-story brick building altered with modern metal screen obscuring upper facade with entirely new metal and glass storefront dating from extensive remodeling in 1960s; original store at 217 erected in 1930s for Louis Kittner (1893-1968) (house #274), a native of Chorzyl, Poland who came to Weldon in 1914 from Petersburg, Virginia to open a shoe repair business; located in 100 block of Washington Avenue and on Second Street before moving shoe store here in 1930s, where two small frame hot dog stands stood, one operated by himself; expanded into ready-to-wear clothes in 1930s, giving up footwear entirely during World War II; business continues under management of sons Harry and Bill.

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114. **(former) Roses 5 and 10 Cent Store** 1950s NC-age
225 Washington Avenue
Non-descript one-story brick commercial building with large plate glass display windows surmounted by unadorned parapet of common bond brick; erected for Charlie Thoanos and occupied by Roses until being taken over in the mid-1980s by the Super 10 chain of discount variety stores.
115. **Edwin Clark Building** 1897-1904 C
229-231 Washington Avenue
Handsomely detailed two-story two-storefront brick commercial buildings displays finest corbeled brick decoration in Weldon; largely intact facade crowned by imaginative cornice composed of recessed panels, stylized modillions, sawtooth soldier brick panels, and robust elongated corbels; six-bay second story contains symmetrical composition of attenuated windows (now closed with plywood) with bold corbeled drip hoodmolds in which the jack arches are spanned by rusticated bricks; beneath each stone sill is a course of sawtooth headers that is unusually bold because it is two courses high; double storefronts are the most intact of any in Weldon, with recessed central double-leaf entrances framed by fluted and foliate-embellished cast iron pilasters from G. L. Mesker and Company of St. Louis; these pilasters rise to carry cast iron lintels studded with decorative rosettes; southwest (right) elevation (facing West Third Street) and rear have closed second story windows; on upper northeast (left) wall is faded remnant of painted wall sign advertising Bull Durham Tobacco; Edwin T. Clark built this for his hardware store in the 229 store and a grocery in store 231; these uses continued until at least 1923; corner store continued as Pender Grocery from late 1920s until late 1940s; succeeding Clark's hardware store was Dickens Brother Hardware, which continued into 1970s.
116. **George C. Green Building** 1915 NC-alt
(former) Bank of Halifax Building
301 Washington Avenue
Large brick building is only three-story commercial building in Weldon; street elevations facing Washington Avenue and East Third Street (left) are faced with pressed brick, while the rear and southwest elevations are of painted construction brick; one-over-one sash windows, singly and in pairs, on the second and third stories have soldier course lintels topped by a delicately thin terra cotta label mold; a terra cotta corbelled cornice extends across both street elevations; the upper walls on the southwest are given support by a modern poured concrete flying buttress-like brace, added probably in the 1980s, that provides a distinctive flair to that elevation; on the first floor the facade, the southwest elevation, and one-fourth of the East Third Street elevation have been sheathed with modern bricks and given a 1980s Colonial Revival appearance; the new recessed entrance also follows a modern Colonial theme; impending construction of this building was reported in The Roanoke News on April 15, 1915, announcing that the

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building, to be erected by Brice Construction Co. of Raleigh, would contain two stores on the first floor, offices on the second, with the third floor "fitted up handsomely for lodge purposes;" however, the 1923 Sanborn map shows the corner store occupied by an automobile show room--apparently that of the Bounds Motor Company; the other store was occupied by the post office, which that year had moved from across the corner in the Edward T. Clark Building (#144), remaining here until the completion of the present facility (#123) in 1938; during the late 1920s the Bank of Weldon (#106) replaced the automobile business at the corner; it encountered financial difficulties during the Depression, was acquired by the Bank of Halifax, and occupied the entire first floor after 1938; it, in turn, merged into the Branch Banking and Trust Company (of Wilson) in 1958 and remains as such today; the upper floors are currently vacant except for the offices of genealogist and publisher Margaret Hoffman on the front second floor.

117. **Frank Williams Building** ca. 1938 C
305 Washington Avenue

Modest one-story brick commercial building with main architectural feature being a panel of blond brick set against the red brick of the parapet; replacement storefront of aluminum, glass, and yellow brick dates from 1950s-1960s; built to house barbershop of Frank Williams (house #27) after his frame building at 225 Washington Avenue (#114) burned; sold ca. 1953 to merchant Harry Kittner who continues to maintain as rental property.

118. **Kittner Rental Commercial Building** ca. 1949 NC-age
307-309 Washington Avenue

One-story brick double-store building has upper facade enlivened simply by modest soldier course panel; recessed central entrance contains door to each side; replacement tile aprons below display windows; built by merchant Louis Kittner (#113) as rental property for son Harry, who continues to maintain as such; the 309 (right) store has always housed a jewelry, first Elmo Garner Jewelry, which later moved to Roanoke Rapids, now Kevin's Jewelry Repair.

119. **Commercial Building** 1956 NC-age
315-317 Washington Avenue

Plainly-finished one-story concrete block building with brick veneer on the facade; two storefront are not of equal size, #317 being almost twice as large as #315; now occupied by L. C. Draper Agency (insurance), founded in 1929 as Draper and Traynham and originally located at 121 Washington Avenue (#106).

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120. **Harvell Motor Company Annex** 1946 C
319 Washington Avenue
Simple one-story brick commercial building with plain undecorated upper facade and nearly full-width display windows; built to allow expansion of adjacent DeSoto dealership (#121); after business closed ca. 1955, converted into appliance store until 1976; now occupied by Bi-County Gas Company.
121. **Harvell Motor Company Building** 1919 C
321 Washington Avenue
One-story red brick building with prominent three-part stepped parapet, present configuration being raised slightly in 1946 to meet height of newly-constructed adjoining annex (#120); trio of broad elliptical-arched bays, originally entrances but converted to display windows after ca. 1955, evoke tradition of earlier livery stables and not-uncommon tradition of liverymen becoming automobile dealers; Jesse A. Harvell, Sr. (1884-1949), the son of a livery owner, was one of Weldon's first automobile dealers, starting as early as August 14, 1913 when The Roanoke News announced that he was "agent for the Hupmobile;" this building listed on 1923 Sanborn as "Auto Sales. Repairs and Storage, Capacity 22 Cars;" later sold Stars, and in 1928 took over Plymouth/Dodge line, switching in 1930s to DeSotos; expanded into adjoining annex (#120) in 1946; resided at 612 Sycamore Street (#98); business continued by son, Jesse A. Harvell, Jr., after father's death until DeSotos went out of production ca. 1955; he then converted this building into a laundromat; now a florist.
122. **Commercial Building** ca. 1940 C
323 Washington Avenue
Simple, undistinguished brick building with large plate glass windows; located on northwestern half of site of frame church with partially-inset corner belltower, labeled "Baptist Church" on 1904 Sanborn map, the first to show this corner; local Presbyterians worshipped here from ca. 1909 until late 1920s, when the last remaining member transferred to congregation in Roanoke Rapids; church demolished before 1930, with parcel at corner with East Fourth Street remaining a parking lot to present.
123. **United States Post Office** 1938 C
401 Washington Avenue
One-story five-bay brick building is typical of small postal facilities erected throughout the country during the Depression, probably with the assistance of the Works Projects Administration; end-gable slate roof crowned by a square central lantern with louvered arched vents instead of windows; facade features a central entrance of sidelights and replacement double-leaf glass doors surmounted by a semi-circular fanlight; nine-over-nine sash windows, a reserved modillion cornice across the front, and demi-lune attic windows in the gable ends provide additional Colonial Revival

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appeal; the interior is remarkably intact, retaining the original semi-octagonal vestibule, terrazzo floors, marble baseboards and wainscots, brass and glass mail boxes, and wooden writing desks and notice boards; above the entrance of the post masters office is a notable metal relief panel depicting a masculine and idealized scene of an Indian and Pilgrims; the sculptor, J. de Marco, Sr., was most likely among the hundreds of artisans employed by the Federal government during the Depressions; Sanborn maps list known locations of earlier post offices in Weldon: in 1885, in a two-story frame building that stood on East Second Street immediately to the rear of the Freid Building (#110); in 1904 and 1909, in the northeastern-most store of the Evans Building on East Second Street, now Freid's (#110); in 1915, in the Edward T. Clark Building (#144) at 220 Washington Avenue; and in 1923, across the corner from the Clark Building in the George C. Green Building (#116) at 301 Washington Avenue.

124. **Vacant Lot**

407 Washington Avenue

Used as parking for adjacent Post Office (#123).

125. **Weldon United Methodist Church**

1910

C

415 Washington Avenue

Impressive brick Gothic Revival edifice is a prominent architectural landmark on Washington Avenue, and with Grace Episcopal Church (#153) across the street provides a visual transition between the commercial section of Washington Avenue to the northeast and residential areas to the southwest; design of Wheeler and Stern of Charlotte; while a Mr. Grandy of that city was awarded the contract to build the church; on June 16, 1910 The Roanoke News reported that a Mr. Mize was "in charge of construction work;" focus is pair of partially-inset corner belltowers that frame the facade and contain the primary entrances; though identical in finish, towers are unequal in height, with taller one at southeast corner with East Fifth Street; towers have octagonal spires soaring above crenellated parapets; slate-covered hipped roof covers sanctuary, with projecting gables on each street elevation containing large Gothic-arched windows filled with colored glass; arched openings used throughout design, with double-leaf entrances surmounted by arched transoms and framed by robust brick pilasters; completing design are brick buttresses with stone caps, decorative corbeling; a robust metal boxed cornice, and impressive flights of granite steps at the base of each tower; at rear (northeast) is original hipped-roof office and church school wing; to northeast (left) is two-story brick educational building erected 1958-1959 following an attractive mid-century interpretation of Gothic Revival style by Wilson architects Charles C. Benton and Son; limestone trim supplies architectural character; this is third building since church's organization in 1845 as Weldon's first congregation; first was downtown near railroad, second a frame church built in 1874 and sold in 1910 to First Baptist Church (black), which remodeled

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at brick-veneered building which still stands at 301 West Third Street; construction progress is well documented in The Roanoke News, with reports on progress at least once a month: last service in old building in June 2 issue; "work progressing" on June 16; "brick walls nearing completion" on July 14; slate roof being installed on September 15; steeples and plaster being installed on October 6; laying of cornerstone on Thanksgiving Day November 24; first services on January 8, 1911; the "granolithic" paving installed as sidewalks was termed on June 1, 1911 as "the best paving we have seen done in Weldon so far."

126. **William R. Johnston House** 1969 NC-age
501 Washington Avenue

Large one-and-a-half-story brick residence erected in Chateau Revival style that enjoyed popularity from late 1950s into early 1970s; three-bay central section contained beneath tall hipped roof flanked by tall chimneys, with one-story hippled-roof wings projecting slightly forward on each end; projecting entrance and segmentally-arched door and windows--including trio of wall dormers in main block, provide typical Chateau Revival features; designed by Richmond architect Foster M. Townsend, who designed three other houses on Washington Avenue (#s 162, 165, and 166); contractor was Dale Haverstock of Roanoke Rapids; built for Johnston, a farmer in Northampton County, and wife, Margaret Louise (Hamilton) Cutchin Townsend; site of William E. Daniel House, an impressively large and well-finished frame Queen Anne style residence built ca. 1900 for one of Weldon's most prominent and active attorneys, businessmen, and civic leaders; house, which fell into disrepair, was demolished after 1964.

126-a **Granite wall** ca. 1910s C-obj

Low wall composed of large granite blocks, each approximately five feet long, one foot wide, and about one foot above grade, define perimeter of property along sidewalks at Washington Avenue and East Fifth Street; supposedly salvaged from old Roanoke Canal Basin during first decade of twentieth century to define once elegant grounds of the Daniel House.

127. **Mary Pierce Johnson House** ca. 1903 C
511 Washington Avenue 1913

Impressively-large two-story frame Neo-Classical Revival style residence beneath tall slate-covered hipped roof with monumental central flat-roofed portico supported by paired fluted Ionic columns; roof punctuated by large central dormer finished with modified Palladian window and small distinctively-hipped dormers, each with acroteria at roof peaks; handsome paneled pilasters enframe entrance with leaded sidelights, while above a double-leaf entrance opens onto a false balcony; appearance dates from 1913, when the The Roanoke News reported on July 24 that "Mrs. Lee Johnson has made great improvements on the front of her handsome home," although extent of these "improvements" is not understood; as shown on 1909 Sanborn,

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the original ca. 1903 house had a one-story porch across front in addition to central two-story portico, and while original appearance and finish in unknown, finish most likely had Neo-Classical Revival character with lingering Victorian overtones, especially in light of the recently completed ca. 1900 adjacent (#126) Queen Anne home of W. E. Daniel, which was demolished in mid 1960s; as Mrs. Johnson's brother, William A. Pierce, Sr., built in 1909-1910 a sophisticated Neo-Classical Revival residence across the street (#157, demolished 1964), she may well have updated her home to more strickly Neo-Classical Revival fashion; Lee Johnson (1867-1906) was a prominent Weldon businessman, being associated with his brothers-in-law William A. Pierce, Sr. and Ovid W. Pierce, Sr. in the Pierce-Whitehead Hardware Co. (#142) and Weldon Furniture Co. (#143); Ovid's Neo-Classical Revival house stands next door (#128); Johnson's wife, Mary Virginia (Pierce) Johnson (1870-1936), resided here until her death; the house has been handsomely restored after its ca. 1970 purchase by Robert and Angela Somers.

128. **Ovid W. Pierce, Sr. House** ca. 1907 C
515 Washington Avenue

Large two-story frame Neo-Classical Revival house with two-story semi-circular central portico carried by monumental fluted Corinthian columns, the two-story portico being added to house ca. 1943; tall slate-covered hipped roof broken by uncharacteristically asymmetrical placement of pedimented gable and diminutive pedimented dormer, the former, atop very shallow projecting bay, has large semi-circular louvered attic vent; similar projecting bay on rear of southwest (left) elevation facing East Sixth Street; porch is wrap-around (except under portico) and carried by slender paired Tuscan columns raised on paneled frame pedestals connected by a balustrade of slender turned members; original porch, as shown on 1909 Sanborn, also had central semi-circular bow but just one-story in height; windows consist of lancet upper panes over single lower sash; vinyl siding obscures details of surrounds and cornices; Ovid Williams Pierce, Sr. (1865-1941) was a Weldon businessman, member of a prosperous family that built several nearby Neo-Classical Revival houses, (#s127 and 157); his businesses were many, as partner in Pierce-Whitehead Hardware Co. (#142) and Weldon furniture Co. (#143) with brother William A. Pierce, Sr. and brother-in-law Lee Johnson, and in Carolina Peanut Co., and Bank of Weldon; also owned extensive farming interests between Weldon and Halifax; he and wife, Minnie (Deans) Pierce, resided her until their deaths, and in 1942 the house was deeded to their daughter, Louise (Pierce) Gregory, and her husband, Wiley N. Gregory; they undertook raising the porch to monumental stature and other modifications to the house, which remained in family ownership until 1983; Ovid W. Pierce, Jr. (1910-1989), was a noted author of historical novels often set in the Roanoke River valley, being writer-in-residence at East Carolina College (now University) from 1956 until 1976.

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601 Washington Avenue

Boxy two-story double-pile center-hall-plan house sheltered beneath a broad hipped roof follows a form popular among Weldon businessmen during 1910s and 1920s; distinctive elements included truncated roof, low shed dormer in front, modillion cornices; a picturesque half-shoulder chimney on the southwest (right), and front and side (northeast, East Sixth Street) porches carried by unfluted Ionic columns connected by square-in-section balusters; the front porch originally sheltered the entire three-bay facade, and was reduced to just the central bay during the 1950s; trabeated entrance and paired six-over-six sash windows; one-story rear ell with enlarged screened porch and semi-hexagonal bay window occupy rear elevation; September 14, 1882 issue of The Roanoke News announced the start of construction of a dwelling here for agricultural implement dealer and local magistrate Col. Aaron Prescott (1842-1910), which, as shown on the 1909 and 1915 Sanborn maps was a Queen Anne style house with corner tower, bay windows, and wrap-around porch; that house was either replaced by the current house or so completely remodeled between 1915 and 1923 so as to be unrecognizable in its earlier form; Henry Drewry Allen (1869-1947) was a Virginia native, being a partner in the Weldon (wholesale) Grocery Co. (#231), resided here with wife, Eliza (Purnell) Allen (1871-1943), until their deaths; remained in family until 1955.

130. **Wilson-Allen House** ca. 1906 C
605 Washington Avenue

Traditional foursquare form finished with handsome Colonial Revival elements; two hipped-roof dormers/vents accent front of hipped roof which is pierced by pair of interior chimneys having large corbeled caps; original full-width porch reduced to just single bay at entrance after October 1954 when Hurricane Hazel blew a tree onto northeastern end of porch; shallow hipped roof carried by paired Tuscan columns raised on individual brick pedestals, with similar supports on porch across front of one-story wing on southwest (right) elevation; stylish thirty-over-one and thirty-six-over-one sash windows; German siding; an unusual feature of the rear elevation is a small recessed second-story porch with slender paired Tuscan columns supporting a delightful pedimented gable overhead; built for farmer A. E. Wilson, who bought lot in January 1906 and the following November was one of fifteen incorporators of the Weldon Buggy and Wagon Company; after several years he and his family moved to Georgia, and when the house was sold in 1914 to dry goods merchant and livery owner Algeron Sidney Allen (1864-1948), The Roanoke News on April 9 declared it "one of the most desirable family residence in Weldon"; three weeks earlier (March 19) the paper reported that Allen was "on the market this week buying horses and mules for the Weldon Live Stock Company," of which he was a co-founder in 1906, adding that a carload was arriving the next morning: "Come early and get the pick;" a native of neighboring Greensville County,

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Virginia, Allen and his wife, Sallie Broaddus (Snead) Allen (1870-1958), resided here until their deaths, succeeded by son Walter Daniel Allen (1902-1979) and family; remains in family ownership and occupancy.

130-a **Garage/smokehouse** ca. 1925 C

Two-car garage beneath low hipped roof; German siding; no garage door; attached on northeast (right) elevation is small, pyramidal-roofed smokehouse, also covered with German siding.

130-b **Milk house** ca. 1925 C

Rectangular-plan building beneath low hipped roof; entrance on long elevation with variety of windows providing interior illumination; unenclosed shed added on northeast (right) for garden storage.

131. **Weldon Baptist Church** 1915 C
609 Washington Avenue

Impressive two-story brick Colonial Revival building; cruciform plan has inner angles of cross flattened, and within angles are small one-story wings; gable roofs cover projecting arms of cross, the gables meeting in center to form hipped roof, from the peak of which rises an octagonal cupola with louvered sides; facade has pedimented tertastyle portico carried by monumental fluted Ionic columns sheathed in terra cotta; deep dentiled entablature on portico continues as dentiled cornice around building, breaking with cornice returns to frame the repetition of gables; large double-leaf entrance surmounted by pediment supported by acanthus-embellished consoles; round-arched windows in upper story (i.e. balcony) and flat-arched windows on lower all filled with opalescent colored glass featuring a grape motif; stone accents at the windows and subtle courses of soldier and rowlock brick further invigorate design; rear (southeast) originally had small Sunday School wing, which was incorporated into a large two-story brick Educational Building erected across the rear of the church property; although The Roanoke News reported on May 13, 1915 that Maj. R. T. Daniel of Weldon is "architect and builder," Raleigh Travers Daniel (1873-1938) is not known to have had the training to undertake such a project; while he may have done some overseeing of the construction process, the design is most surely from the office of James M. McMichael of Charlotte, the architect for scores of churches in North and South Carolina and Virginia between 1901 and 1930, including the nearly identical Forest City (now First) Baptist Church in Forest City, Rutherford County, also constructed 1915; local Baptists first organized in 1865 and in 1871 bought property at what is now 400 Elm Street (#194), although a frame building with partially-inset corner bell tower was not completed until the mid 1880s; the church remained here until plans were made for the construction of the present building on the site of the home of E. D. Purnell, which burned on April 21, 1914 (The Roanoke News, April 23, 1914); ground for new building broken on May 12, 1915 (The Roanoke News, May 13, 1915).

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132. **Curtis R. Turner House** ca. 1934 C
701 Washington Avenue

Formal two-story gable-roofed three-bay brick Colonial Revival; central one-bay pedimented portico with flush tympanum and paired Tuscan columns; end elevations have sun room on southwest (right) and open porch on northeast (left, East Seventh Street), both covered with flat roofs accented with crossed-rail balustrades; eight-over-eight sash windows; Turner (1903-1967) was longtime president of J. S. Turner and Son Lumber Co., founded by his father (house #278), and served as town commissioner for twenty years; he and wife, Ernestine (Wommack) Turner (1903-1989), resided here until their deaths; property remained in family until early 1990s.

132-a **Garage** ca. 1934 C

Two-car one-and-a-half-story gable-front brick building echoes finish of house with boxed cornices; separate overhead door to each bay; telescoping one-story rooms at rear greatly expand building and create outbuilding that, with its hipped rear roofs, is suggestive of eighteenth century Tidewater Virginia.

132-b **Wall/Fence** ca. 1934 C-obj

Approximately four-foot-tall brick wall encloses entire yard behind dwelling; common bond construction with top course consisting of alternating header and rowlock bricks, resulting in a rhythmical accent; from rear southwest (right) of dwelling to side property line is a simple wrought iron fence resting on brick footings and anchored by brick piers; central gate; fence allows view of elongated garage and rear yard.

133. **Dickens-Draper House** 1881 C
705 Washington Avenue

Two-story single-pile center-pile-plan transitional Greek Revival-Italianate three-bay frame dwelling is among oldest in Weldon; shallow hipped roof is anchored by interior end chimneys, with continuous boxed eaves invigorated by robust sawn brackets; southwest (right) elevation is blind, a feature that, while not unknown in Halifax County, is unique for a house of this size and finish in Weldon; central Colonial Revival porch is replacement for (presumably Victorian) full-width porch shown on 1909 Sanborn map; paired Tuscan columns with slender square-in-section balusters support flat roof accented with square-in-section balustrade; trabeated entrance; six-over-six sash windows; former attached kitchen replaced by two-story rear ell in mid 1920s; dry goods merchant William B. Dickens bought property on August 18, 1881 and the very next week, on August 25th, the Roanoke News reported that "William Dickens is hauling lumber to erect a dwelling house in the Southern part of town"; he lived here with wife, Ida F., until their deaths; sold by heirs in 1919 and acquired in 1923 by insurance agent Luther C. Draper (stores #s 106 and 119) and wife, Allen

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(Hart) Draper); they undertook porch remodeling to porch and remained here until moving in 1942 to her family home at 111 East Fourth Street (#253).

134. **Clarence E. King House** ca. 1936 C
709 Washington Avenue

Brick one-and-a-half-story gambrel-roofed Colonial Revival house with one-story gable-front frame projecting front wing; main block has front bay window, large interior end chimney, pedimented front dormers, and segmentally-arched windows on southwest (right, East Eighth Street); frame wing has beaded weatherboarding and octagonal attic window; King was founder in 1934 of the Weldon Trucking Company, residing here with wife, Gertie (Edwards) King until deaths.

135. **J. U. Vaughan House** 1919-1923 C
801 Washington Avenue

One-and-a-half-story frame example of popular Craftsman Bungalow; end gable roof engages full-width porch of pillars on brick pedestals; balustrade of slender closely-spaced square-in-section members; broad shed dormer, triangular eaves brackets, wood-shingled gable ends, and Craftsman four-over-one and six-over-one sash windows, and diminutive gabled portico over side entry on rear northeast (left, East Eighth Street) elevation; Sanborn maps illustrate an earlier one-story frame dwelling here, probably erected ca. 1902 for teacher Sallie L. Gooch, widow of merchant and cotton buyer J. H. Gooch; if any of that house survives, it is enveloped within the house built for J. U. Vaughan, occupation unknown, and wife, Sallie B. Vaughan (perhaps the widow Gooch?); sold in 1929 to W. H. and Josephine (Jones) Anthony (d. ca. 1951), who resided here until deaths; renovated in 1994-1995 as home for handicapped children.

NORTHWEST SIDE WASHINGTON AVENUE

136. **Commercial Building** 1897-1904 C
100-102-104 Washington Avenue

Triangular shaped two-story three-storefront brick building is apex of "flatiron" commercial block that includes buildings #s 137, 138, and 139; five shallow brick pilasters define facade into four bays of varying width; attractive but modest scheme of decorative corbeled brickwork includes segmental arched lintels above seven second story windows, all having been reduced in height, with recessed courses of sawtooth brick accenting areas above original storefronts, all having been enclosed to varying degrees; each store has a secondary rear entrance facing railroad; because of the building's prominent location adjacent the railroad and at the foot of Weldon's main commercial district, the building had many commercial advantages; while first owner is undetermined, the triangular lot of less than 1/16 acre was sold for \$1,500.00 in July 1891 to M. F. Jones of

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Petersburg, who "will erect at an early date a brick building on the lot, the ground floor to be a grocery store with living quarters above. Major Emry originally paid only \$2,500 for the entire block" (Vick, July 22, 1982); why the building was not erected until between 1897 and 1904 is not known; many occupants during years, including the Weldon Bank and Trust Company (incorporated 1912) from before 1904 until 1930s in the end store at 100, the Arcade Barber Shop of Joe Butts Dickens (1894-1953) (house #31) from the 1920s until 1953 in the middle 102 store (the Dickens family lived upstairs during the early 1920s), and the beauty shop of Elsie Morhorn (house #83) from the 1930s until the 1950s in the 104 store; presently occupied by beauty shop in 102 with apartment upstairs.

137. **Emry-Zollicoffer Building** 1877 C
106-108-110-112 Washington Avenue 1920s

Large two-story six-bay three-storefront brick commercial building; though deeds indicate it was built in 1877, facade remodeled between late 1910s and mid 1920s when two other buildings in the "flatiron" block (#s 136, 138, and 139) were given uniform facades; second story facade is divided by large brick arches that spring from corbeled brick capitals atop seven pilasters to enclose window bays containing a single one-over-one sash; two southwestern bays are slightly wider than others; a handsome corbeled brick cornice with modillions accents the parapet and is repeated in simpler fashion above the closed transoms of the three storefronts, the 112 storefront being completely modern while 106 and 110 storefronts are largely intact; 108 is the second story, reached by a single six-panel door surmounted by a round-arched (and now closed) fanlight and framed between brick pilasters; built in 1877 by Major Thomas Leyburn Emry (1842-1910) who, in addition to being Weldon's main contractor during the late nineteenth century, was owner of a brickyard from the mid 1880s until the turn of the century, was proprietor of the Emry House hotel and saloon, and served in town government for much of the period between the early 1870s until the mid 1890s, the last ten years or so as mayor; he sold center store in 1877 to physicians, surgeons, and druggists A. R. and Dallas Bancroft Zollicoffer (1852-1931), with A. R. acquiring his brother's interest in 1891; the two brothers offered their "professional services" in a advertisement in The Roanoke News on March 24, 1881, A. R. being a graduate of the University of Pennsylvania and D. B. a graduate of the College of Physicians and Surgeons in Baltimore; A. R. Zollicoffer, who maintained his drug store in the 110 store until the 1910s, sold the building and business in 1915 to Dr. Robert P. Morehead (dwelling #86), who maintained his store here until his death in 1922; in 1921 Morehead and Frederick J. Bounds, Jr. (dwelling #163) incorporated Acme Grocery Co., which also had store in building; other early occupants of the building, according to the Sanborn maps, were: in 1885 and 1888 a bakery, general store, and saloon; the Southern Express Office in 106 in 1891, 1897, 1904, and 1909, a cleaning and pressing store in 106 in 1923; a general store in

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front of 112 with a saloon in the rear in 1885, 1888, and 1897; a jewelers and Western Union Office in 112 in 1915; upstairs in 108 were a variety of offices, particularly for doctors, from ca. 1904 until the 1960s; currently, 106 and the upstairs are vacant, 110 occupied by the Farmer's Exchange, and 112 occupied by Heilig-Meyers furniture Co., which also occupies the adjacent buildings to the southwest, #s 138 and 139.

138. **Commercial Building** 1882 C
114 Washington Avenue 1920s

Two-story three-bay brick commercial building has identical arched facade on second story as adjacent buildings, being slightly taller than building #137 on northeast (right) and of different brick color as building #139 on southwest; end pilasters extend to ground while central pilasters end at corbeled bands above closed transom; storefront completely modern; rear (northern) elevation, facing railroad, distinguished by corbeled brick cornice composed of exaggerated triangles and courses of recessed sawtooth brick; only two of five two-over-two sash windows on second story rear remain open; most likely erected by Major Thomas Leyburn Emry (1842-1910), hotel owner, brick manufacturer, contractor, and mayor, who bought this property in 1879; Sanborn maps indicate early occupants were general mercantile houses until 1915 when a grocery occupied the first story until the 1930s; later occupied by Willey Hardware and since the 1960s by Heilig-Meyers furniture, which also occupies the adjacent buildings on each side; in 1897, 1904, and 1909 the second story is labeled as "Opera House No. 2;" The Roanoke News on June 16, 1910 reported that the "Amusee Theatre formerly at the Opera house will be known as Bijou Theatre;" is last shown as an opera house on the 1909 map; the only known opera house older than this is one shown on the northeast side of the first block of East Second Street in 1885, which The Roanoke News of July 27, 1882 reported that Major T. L. Emry had received the construction contract; it was no longer used as such in 1897 and was demolished in the 1970s).

139. **Emry Building** 1885-1897 C
116-118 Washington Avenue 1920s

Large two-story three-bay brick buildings with arched facade added in 1920s to complement adjoining buildings #s 137 and 138; only variation here is lighter color of facade brick and double instead of single one-over-one sash windows; all windows closed on seven-bay side elevation (southwest) facing West Second Street and five-bay rear (northern) elevation facing the railroad; like the other buildings on this "flatiron block," building erected by contractor, brick manufacturer, hotel proprietor, and mayor Thomas Leyburn Emry (1842-1910), who bought lot in 1879; this was the site of the Weldon Hotel, which was built in 1856 (The Weldon Patriot, May 16, 1856; May 14, 1857), which Emry operated until the mid 1880s as the "Emry House;" Sanborn maps indicate double stores until 1904, since when occupied as one store until 1923 when again divided into two stores;

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general mercantile stores have occupied it for most of the time, with Spiers Brothers moving into the space vacanted by P. C. and C. W. Gregory when the Gregory's new Weldon Grocery Co. Building (#231) was completed; the The Roanoke News reported on March 9, 1911 that a "handsome new place glass front" had been installed in the Gregory's store, adding "greatly to the appearance of the building:" Spiers succeeded by Tilghman Furniture Co.; occupied since 1960s by Heilig-Meyers Furniture Co.; upper floor occupied by the private "Lotus Club" in 1915, and afterwards used as offices until the 1970s.

140. **(former) Weldon Gulf Filling Station** ca. 1935 NC-alt
200 Washington Avenue

Modest one-story filling station typical of those erected during mid twentieth century; unfortunately, modern windows, canopy, pumps alter appearance; station later known as Turner's Gulf and Evans' Gulf for managers; 1885 Sanborn map shows at rear west corner of lot a railroad turntable, which was removed by 1897; lot was site of former town park, shown on Sanborn maps of 1915 and 1923, which was developed in 1913-1914 by the Civic League, with the The Roanoke News noting on June 3, 1913 that "many pretty lawn seats have been contributed by friends of the Civic League for the park. The park is now very attractive and inviting, always cool and delightful."

141. **Vacant Lot**
206 Washington Avenue

142. **Pierce-Whitehead Hardware Co. Building** ca. 1902 C
212 Washington Avenue

Handsome two-story five-bay brick building with currently popular Victorian ornaments; focus is ornate foliate-embellished metal entablature, under which are bands of corbeled brick; brick pilasters define second story which has a double one-over-one sash window in center flanked by single one-over-one sash, each with decorative metal hoods, the central one having a peaked diminutive central pediment; storefront remains intact, divided into five bays by cast iron pilasters from G. L. Mesker and Company of St. Louis; paneled aprons are beneath each of the four large display windows, with transom windows (now obscured behind metal awnings) above; traditional recessed entrance in center with double-leaf door; Pierce-Whitehead Hardware Company formed in 1902 by brothers William A. Pierce, Sr. (#157) and Ovid W. Pierce, Sr. (#128), their brothers-in-law Lee Johnson (#127) and James Alexander Musgrove (#248), and W. T. Whitehead; remained in business here until 1970s when it moved next door (#143); building currently occupied by a small sewing concern.

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143. **Weldon Furniture Co. Building** ca. 1905 C
216 Washington Avenue
Handsome two-story five-bay brick building is nearly identical in size and finish to adjacent Pierce-Whitehead Hardware Co. Building (#142); company formed in 1905 by principals of Pierce-Whitehead Hardware Co, David R. Anderson (house #160), and E. G. Garlick of Garysburg; building later occupied by Pierce-Whitehead Hardware Co.; 1909 Sanborn map indicates second story was being utilized as a funeral home, a characteristic sideline of furniture stores during the nineteenth and early twentieth centuries; on October 5, 1911 The Roanoke News reported that the building was having a concrete floor installed, a process probably repeated in the adjacent hardware building as both buildings are indicated by the 1915 Sanborn map as having concrete floors; they were the first commercial building in downtown Weldon to have such fireproof floors installed.
144. **Edward T. Clark Building** 1893-1897 C
220 Washington Avenue
Two-story single-storefront three-bay brick building; heavily corbeled brick cornice provides main decorative embellishment, with two-over-two second story windows surmounted by segmental lintels of rowlock brick; most of similar windows on southwest (West Third Street) elevation have been closed; rear enlarged by three-bays between in 1923 by Weldon Furniture Co. who bought building in March 1923 and retained ownership until 1960; Clark was an attorney, perhaps maintaining offices on second story; building erected after the replacement of a pre-1885 "Jail" on the rear of this site in 1893 with the new Weldon Town Hall (#239); Sanborn maps show present building occupied by grocery in 1897, general store in 1904, vacant in 1909, post office in 1915 with lodge upstairs, and unspecified store in 1923; the conversion of the building for the post offices was first announced in The Roanoke News on March 23, 1911, noting that new quarters were "much needed and not coming a day too soon" and on April 27, 1911 announced that contractor D. M. Clark would be undertaking the renovations; post office remained until mid-1923; occupied from 1930s until early 1960s by the Great Atlantic and Pacific Tea Company (A and P Grocery); currently a beauty shop.
145. **Clark's Esso Filling Station** mid 20th NC-age
300 Washington Avenue century
Altered one-story filling station of unknown age; operated for many years by George Melvin (#284); now Phillips 66.
146. **Commercial Building** ca. 1940 NC-alt
304-306 Washington Avenue
Undistinguished one-story double-storefront brick building with chief architectural interest in simple brick panels in upper facade; both storefronts altered with pseudo-Colonial Revival elements, 304 storefront

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having a false pediment balanced atop slender pilasters; now law offices for firm of James, Wellman, and White.

147. **Western Auto Store** ca. 1950 NC-age
308-310 Washington Avenue
Simply-finished one-story brick commercial building with plain upper parapet; double stores have entrances in recessed center; now City Barber and Shear Elegance Beauty.
148. **(former) Myrick's Grocery** 1946 C
312 Washington Avenue
Simple one-story brick commercial building with subtle use of decorative brickwork in upper facade; replacement aluminum and glass storefront; built for Wilbur E. Myrick (dwelling #212), who previously had managed Pender Grocery at 231 Washington Steet (#115) since 1930s; closed business in 1968 and rented to First-Citizens Bank until bank moved to new facility (nearby but out of district) in 1994; now Weston-Adams Home Appliances.
149. **(former) Colonial Grocery** 1948 NC-age
316 Washington Avenue
Large one-story brick building with blond brick on facade, red construction brick on southwest (left) facing parking lot; simple brickwork details; metal awning; erected by mercantile partners Henry Farber and Mike Josephson (#111) for Colonial Grocery Store, an outgrowth of the old Pender Grocery chain that was at 231 Washington Avenue (#115) since ca. 1930; business now continues as Weldon Super Market.
150. **Vacant Lot**
318 Washington Avenue
Used for parking.
151. **Smith-Dickens House** 1901-1902 C
400 Washington Avenue
Impressively-scaled two-story frame residence is largest Queen Anne style residence in Weldon, only survivor of seven large Queen Anne dwellings erected between 1890 and 1910 for town's most prosperous businessmen; like most twentieth century Queen Anne houses, finish has Colonial Revival character; pair of interior chimneys rise through center of tall truncated hip roof, with topmost platform enclosed by decorative wrought and cast iron crestings with prominent fleur-de-lis corner finials; roof punctuated by pedimented dormers and projecting hipped roofs that cover side bay windows; front and sides sheltered by extensive wrap-around porch carried by pairs of slender Tuscan columns supporting impost blocks connected by shallow spandrel arches and enclosed by railing of slender turned balusters; east corner of porch--facing intersection of Washington Avenue and East Fourth Street--has octagonal pavilion covered by peaked roof with

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metal finial; projecting pediment at central steps, one-over-one sash windows, acroteria at apex of dormers, and leaded glass entrance transom and sidelights complete decoration; rear expanded by two-story ell (said to be an older house), one-story shed rooms, lattice-enclosed porch, and attached carport; contractor/architect said to be T. W. Russell, a native of Georgia; William R. Smith (1842-1920), came to Weldon from Suffolk, Virginia in 1865; had extensive business interests: assistant agent for Seaboard Air Line Railroad, founder in mid-1890s of the Bank of Weldon (#106), of which he was cashier for many years; also co-founder of Weldon Cotton Manufacturing Co. in 1898; he bought this lot in 1889, on which there was an older Trueblood house which was supposedly incorporated into the ell of his new home; he and wife resided here until their deaths; sold twice before acquisition in 1933 by hardware store (store #115) owner Charles Grissom Dickens (1901-1976) and wife, Alma Elman (Jones) Dickens (1905-1991).

151-a **Garage** 1915-1923 C
Gable-front frame garage with double automobile bay reached by original batten doors; broad shed on northeast (right) adds third auto bay; access to West Fourth Street by driveway at rear of house.

152. **Daniel/Faucett-Ward House** ca. 1879 C
412 Washington Avenue 1923
Large two-story five-bay double-pile frame house covered by low hipped roof with broad hipped dormer; limited elements of original side-hall plan Italianate residence survived extensive remodeling and Colonial Revival updating in 1923, most notably the bracketed hoods over the trabeated entrance and replacement six-over-one sash windows; during remodeling a one-story wing on southwest (left) was raised to two stories and incorporated under new roof; full-width 1923 porch carried by Craftsman tapered pillars raised on brick pedestals without balustrade; original house built for sisters Ellen W. (Long) Daniel (b. ca. 1839) and Willie W. (Long) Faucett (b. ca. 1855), who bought lot in June 1879 from their brother, wealthy local landowner Nicholas McKinney Long (1808-1882); they were the widows of General Junius Daniel (d. 1864), for whom the local chapter of the United Daughters of the Confederacy was named, and James W. Faucett (d. 1879); local tradition that a school was taught in the house suggests that the sisters may have taught their children and others here during the 1880s and early 1890s; in 1896 the sisters sold the house to William R. Smith, who may have resided here before his adjacent house (#151) was completed in 1902; Smith then sold the Daniel/Faucett house to druggist William M. Cohen (#158), who sold in 1905 to his sister, Annie H. (Cohen) Ward, the wife of Dr. W. J. Ward (1869-1942), a dentist who had recently set up his practice in Weldon; the Wards resided here until their deaths, and the house remained in family ownership until 1978.

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- 152-a **Garage** 1920s C
Large two-car frame garage with Craftsman triangular brackets accenting front gable; original swing-out doors have rarely-seen louvered panels, giving an appearance very unlike the typical garage of the period; garage shown on 1923 Sanborn map not at present site, perhaps moved at later date or replaced with present building.
153. **Grace Episcopal Church** (NR 1991) 1872-1889 C
416 Washington Avenue
Remarkably-intact stuccoed brick Gothic Revival edifice, with picturesque design (source unknown) focusing on attenuated three-story bell tower at northeast (right) corner of gable-front facade; topped by a steeply-pitched gable-front roof and Gothic-arched openings on each level: a large double-leaf entrance on front and northeast (right) faces, a window of original diamond pane glass in the middle tier, and double elongated louvered vents for the upper-most belfry; in an attempt to counterbalance the belltower, a splendid two-stage paneled buttress--originally topped by an elaborate Gothic pinnacle--is situated at the southeast (front left) corner near West Fifth Street; tripartite window composition occupies central facade, with tall arched window flanked by smaller windows, all filled with original diamond pane colored windows; the building's main block is five bays deep, each bay containing an arched window, with colored glass replacing the original diamond panes sometime in the twentieth century; on the rear (northwest) is a rectangular apse containing another--but smaller--tripartite window composition; attached at rear north is nondescript brick parish house erected 1954 on site of rectory erected in 1890 and demolished 1929; first local Episcopal services in 1863 through by rector of St. Mark's Episcopal Church in Halifax; fund-raising for a building began in 1865, renewed in 1869, and by 1872 a sufficient amount was on hand to allow the first purchase of building materials; parish admitted into diocese on May 21, 1874; by 1877, construction was far enough along to permit its use, with seats and furnace installed; original diamond-paned colored glass windows installed by March 1880; brick walls were uncovered until 1886, when it was determined that the bricks were of poor quality and would benefit from being stuccoed; stucco originally scored to resemble ashlar stone and outlined with white penciling; completed building consecrated July 7, 1889 by the Rt. Rev. Theodore B. Lyman, Bishop of the Diocese of North Carolina; Grace Church was individually listed on the National Register of Historic Places in 1991.
154. **Herbert B. Harrell House** 1914 C
500 Washington Avenue
Substantial, well-finished two-story double-pile center-hall-plan Colonial Revival house sheltered beneath tall hipped roof broken on front by large gable dormer containing handsome Palladian-inspired window; deep full-width porch, which projects slightly on front, has sturdy unfluted Ionic columns

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raised on brick pedestals that are connected by a balustrade of equally-sturdy square-in-section members; entrance frames by transom and sidelights filled with leaded and beveled glass, with a composition above on the second story; the roof balustrade of the porch is missing; a pedimented projecting bay with demi-lune attic window accents the northeast (right) elevation facing East Fifth Street; even though the planned construction of this house was announced by TheRoanoke News on October 2, 1913, it was not until the following July that work actually began, and on October 22, 1914 it was reported that the house was "nearing completion;" it was the final job of contractor Bug Parker, a prominent local black builder of numerous Weldon houses; his obituary on April 8, 1915 stated that "His last work was his best, this being one of the handsomest dwellings in Weldon;" during the 1880s Herbert Bascomb Harrell (1858-1942) and his older brother, J. A. Harrell, established the Harrell Printing Co.; during the late nineteenth and early twentieth centuries they (Mrs. J. A. Harrell took her husband's place after his death in the 1890s) conducted a wide commercial printing business in addition to publishing a succession of newspapers: the Railroad Ticket, a daily that was placed on trains running through town, begun ca. 1874 and published until at least 1897; The Roanoke Farmer, published for a brief period around 1881; The South, an immigration quarterly printed during the 1890s; and the Eastern Sentinel, published from ca. 1905 until the early 1910s; Harrell and his wife, Annie Blount (Pope) Harrell (1862-1943), resided here until their deaths, with the house remaining in family ownership until 1961.

155. **Anna L. Pierce House** 1913 C
506 Washington Avenue

Handsome frame two-story double-pile side-hall-plan Colonial Revival house beneath hipped roof with hipped dormer; original full-width porch now just one-bay, sheltering side-hall entrance with Ionic columns on brick pedestals; entrance features sidelights and elliptical fanlight filled with leaded glass; nine-over-one sash windows; one-bay wing added on southwest (left) between 1915 and 1923; vinyl siding; Anna L. (Williams) Pierce (1836-1919) was widow of physician and planter Alexander B. Pierce (1824-1896); The Roanoke News on May 15, 1913 in noting the work on the foundation here, declared that "The dwelling will be one of the handsomest in Weldon and will have steam heat and water works. The location is admirable and in the very heart of a fine section of the town;" Mrs. Peirce was mother of a large family successful in many local endeavors: sons William A., Ovid W., and daughter Mary Virginia Johnson all built large houses in this block (#s 147, 128, and 127, respectively), while another daughter, Frances Musgrove, and her husband built the James Alexander Musgrove House (#248); another son, Dr. S. B. Pierce (ca. 1874-1943) was physician in Durham while overseeing construction of mother's house, returning in mid 1910s and residing here with wife until their deaths; in addition to his medical practice, he owned Weldon Drug Co. (#122) and was

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involved in various family businesses; remained in family until 1972.

155-a **Fence** ca. 1913 C-obj
Elaborate Victorian cast- and wrought-iron fence encloses front yard; posts embellished with foliate and fleur-de-lis motifs and are topped by elegant finials, while pailings of two alternating lengths topped by decorative finials; it is the finest metal fence surviving in Weldon, and the only one in a domestic setting.

156. **Ira G. Dickens House** 1964 NC-age
508 Washington Avenue
One-and-a-half story brick Colonial Revival ranch with gable-front section on southeast (left); erected by Roanoke Rapids contractor Rufus Hux for Ira G. Dickens and wife, Estelle (Pittman) Dickens, owners of the Slipper Shoppe (shoes) in Roanoke Rapids from 1947 to 1977; site of garden of William Alexander Pierce, Sr. House (see #157).

157. **House** 1964 NC-age
510 Washington Avenue
One-story brick ranch covered by broad gable-on-hip roof; simple Colonial Revival finish; site of impressive two-story frame Neo-Classical Revival style residence of prosperous farmer William Alexander Pierce, Sr. (1861-1929) and his wife, Sadie (Grainger) Pierce (1876-1954); erected 1909-1910, the stately house, with its elegant curved monumental front portico, was considered the finest of the four adjacent dwellings erected for members of the Pierce family (#s 127, 128, and 155) survive; Pierce house demolished in 1964; home of William A. Pierce, Jr. is immediately to rear (#270).

158. **William M. Cohen House** ca. 1894 C.
600 Washington Avenue
Excellent two-story frame residence is one of Weldon's finest Queen Anne houses, featuring a complex roof composed of gable-on-hip core invigorated with projecting gables over two-story bay windows and two delightful miniature gabled attic vents; weatherboarding on first story with imbricated wood shingles on second; gables embellished with bossed bargeboards decorated with gougework, diamond-shaped imbricated shingles, and elaborate quarter-sunbursts framing central louvers; two-over-two sash windows with three round windows containing vibrantly colored glass accenting the entrance, one on porch and two in second story to illuminate the stairwell; original, much smaller Victorian wrap-around porch greatly enlarged and updated into Colonial Revival style with unfluted Ionic columns, a process noted by The Roanoke News on May 18, 1911 by the item that "W. M. Cohen has greatly improved and beautified his residence on Washington Avenue by adding a handsome new porch, repainting and decorating the building and making it one of the loveliest places in Weldon;" rear

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contains two-story ell and lattice-enclosed porch; Cohen (1868-1917) was proprietor of a drug store, like his father, Jonas Cohen, who moved to Enfield from Virginia in the early 1860s; Jonas was one of the first known Jewish merchants in Halifax County; the Roanoke News of March 16, 1911 announced the installation of an "Automatic Electric Carbonator" in Cohen's pharmacy (location unknown); also major investor in 1911 in Mush Island Co., which proposed to grow and market fresh dairy and garden products; Cohen and his wife, a daughter of Dr. Isaac E. Green (#65), resided here until (presumably) their deaths; after a nine-year ownership by grocery wholesaler Wiley N. Gregory, the house was acquired in 1942 by John W. and Mary Virginia (Joyner) Brown, who continue to reside here.

- 158-a **Garage** ca. 1930 C
One-car frame garage beneath hipped roof; original sliding door with six-pane window.
159. **Thomas C. Harrison House** ca. 1902 C
604 Washington Avenue
Two-story frame Queen Anne with pronounced Colonial Revival finish; tall hipped roof broken by asymmetrically-placed wood-shingled pediments that shelter projecting bays on facade and each side elevation, some containing bay windows with decorative sawn brackets accenting overhead soffits; diminutive pedimented attic dormer on front roof; porch is now just pedimented entrance portico carried by Tuscan pillars; original wrap-around porch had angled corners, but was rebuilt between 1915 and 1923 in a rectangular plan; all but center section removed in 1960s; attorney Charles Cranmer Harrison, a native of nearby Brunswick County, Virginia, maintained a thriving legal practice in Weldon during the early twentieth century, serving as city attorney for several years; he and his wife, Frances (Green) Harrison (1868-1950), of Franklin County, resided here until their deaths.
- 159-a **Garage** ca. 1940 C
Two-car gable-front concrete-block garage with central interior wall separating the individual car bays; rear (southwest) outfitted as efficiency apartment but not rented since 1970s; access along rear of neighbor at 600 Washington Avenue to East Sixth Street.
160. **David R. Anderson House** 1922-1923 C
608 Washington Avenue
Two-story double-pile brick-veneered dwelling follows a symmetrical truncated-hipped-roofed form popular in Weldon during first third of twentieth century; exterior end chimneys bracketed end elevations; deep eaves have exposed curvilinear rafters; three-bay facade has hipped-roof portico supported by brick pillars with stone Doric capitals that covers central third of broad terrace across front; sun porch extends off

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southwest (left) elevation; paired one-over-one sash windows; on the rear is a two-story porch ell, with sleeping porch upstairs; Halifax County native Anderson (ca. 1875-1948) was a co-founder before 1905 of the Weldon Grocery Company (#231), a major incorporator of the Weldon Furniture Co. (#143) in 1905, a co-founder of the Weldon Machines and Foundry in 1919, and later operated Anderson Feed and Grocery Company; he and his wife, Daily Estelle (Jenkins) Anderson, resided here until their deaths.

160-a **Garage** 1922-1923 C
Handsome two-story three-bay brick garage sheltered by hipped roof; one of best examples in Weldon of garage repeating form and finish of dwelling; first story contains two car bays, each with individual door, and door to upstairs apartment; deep eaves also have exposed curvilinear rafters.

161. **James T. Gooch House** ca. 1892 C
612 Washington Avenue
One-and-a-half-story hipped-roof frame Queen Anne cottage is dominated by eccentric octagonal corner tower nearest corner of Washington Avenue and West Seventh Street; though not original to house, it was added before 1909 and is chunky, over-scaled size and tall octagonal tapering roof dominates rest of dwelling; pedimented projecting bay windows with sawn brackets above corners, locally-popular German siding, and wrap-around porch of replacement Colonial Revival pillars further enliven design; enclosed hipped-roof porch on rear replaces two separate by connected outbuildings illustrated in 1909, 1915, and 1923; James T. Gooch (1837-1916), a native of Granville County, came to Weldon in early 1860s and became one of town's leading businessmen and citizens; proprietor of general and grocery stores from 1860s through 1880s; owner of buggy and blacksmith shop in 1880s; involved in organization of Weldon Brick and Land improvement Co. in 1890, Weldon Cotton Manufacturing Co. in 1898, Weldon Buggy and Wagon Co. in 1906, Weldon Bank and Trust Co. in 1912; was Weldon mayor from 1889 to 1909; he and wife, Emily Kearney (Long) Gooch (1854-1936) resided here until their deaths, she being the daughter of large landowner and prominent Weldon citizen Col. Nicholas M. Long (1808-1882); in 1937 house acquired by C. S. and Virginia L. Vinson, whose descendents continue to occupy house.

162. **Blackwell Pierce House** 1948 NC-age
700 Washington Avenue
Stylishly asymmetrical one-and-a-half-story Colonial Revival style residence; end-gable roof broken by front gable and two dormers, with small gable-roofed porch and shallow gable on northeast (right, West Seventh street) elevation continuing informal composition; large side porch has arched spandrels between simple posts and Chippendale lattice balustrade; rear ell, shed rooms and covered breezeway connect to one-and-a-half story garage at rear; result of remodeling of one-story Victorian cottage erected

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before 1909 by a Zollicoffer; 1948 plans by architect Foster M. Townsend of Richmond, who designed three other houses on Washington Avenue (#s 126, 165, and 166), with work executed by local contractor Frank M. Rightmyer (#273); farmer Blackwell Pierce was raised in Washington Avenue home of his father, Ovid Pierce, Sr. (#128); widow Agnes (Bennett) Pierce retains ownership; they lived here eight years before remodeling.

163. **Frederick Jones Bounds, Jr. House** ca. 1928 C
704 Washington Avenue

Handsome one-and-a-half-story Craftsman Bungalow with broad gable roof with secondary pent to shelter a deep engaged porch; broad, shallow-roofed dormer interrupts front while exterior end chimneys rises along front northeast (right); large masonry piers on porch rise to carry arched spandrels; steep eaves accented by robust Craftsman brackets; Erected for Frederick Jones Bounds, Jr. (1896-1971), co-founder of Weldon Bank and Trust Co. in 1912 and Acme Grocery Co. (#137) in 1921, and wife, Marjorie.

163-a **Garage** ca. 1940 C

Brick two-car garage beneath end-gable roof; located at rear of property.

163-b **Fence** ca. 1960 NC-obj

Brick fence on southwest (left) of house extends to simple picket fence of neighbors (#164-a); wrought iron gate in center allows glimpse of simply landscaped rear yard.

164. **Jack W. Lewis House** 1961 NC-age
706 Washington Avenue

One-story brick Colonial Revival beneath end-gable roof with shallow projecting gable section on southwest (left); small porch supported by slender fluted pillars; contractor Clyde Hargraves of Roanoke Rapids erected this following wishes of Graham-native Jack W. Lewis, an industrial real estate appraiser, and wife, Ola (Whitehead) Lewis, whose father was co-owner of Pierce-Whitehead Hardware Co. (#141); they remain here.

164-a **Wall/Fence** ca. 1961 NC-obj

Low eighteen-inch-tall brick wall along front sidewalk defines front yard; break in center for walkway to house; anchored by simple brick piers at each end; simple, unobtrusive picket fence extends from northeast (right) of house to connect with neighbor's fence (#163-b).

165. **Edgar Bounds House** 1953 NC-age
708 Washington Avenue

Two-story cream-painted brick side-hall-plan three-bay residence with one-story two-bay wing on southwest (left); end gable roofs delineated by shallow pediments formed by continuation of boxed cornices across ends;

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small hip-roofed front porch supported by elegantly-finished wrought iron lattice posts; short two-story ell and one-story rooms enlarge rear; built for Edgar Bounds, co-owner of Bounds Motor Company, and wife Margaret (Pierce) Bounds; designed by Richmond architect Foster M. Townsend, who also designed neighbors #s 162 and 166, the latter for Mrs. Bounds's brother Blackwell Pierce; Boundses resided here until their deaths.

165-a **Fences** ca. 1953 NC-obj
Three handsome brick fences define front yard: a low brick brick one topped by an equally-low picket fence along the northeast (right) property line, and taller cream-painted walls extending from each front corner of the house to the side property lines provide privacy for rear yard, with automobile access provided between the two fences on the right.

165-b **Garage** ca. 1953 NC-age
Two-car gable-front garage with single overhead door containing one row of windows.

166. **Dr. Ralph B. Blowe House** 1952 NC-age
800 Washington Avenue
Large two-story brick Colonial Revival style residence was designed by Richmond architect Foster M. Townsend (as was neighboring houses #162 and 165) to be replica of Westover in Charles City County, Virginia; formal five-bay facade sheltered by tall hip roof broken in center by slightly-projecting three-bay front surmounted by sheathed board pediment; modillion cornice, handsome broken pediment at central entrance, and tall chimneys complete well-detailed house; general practitioner Blowe (1906-1993) was a native of Northampton County, practicing in Weldon after mid-1930s; he and wife, Irene (Kee) Blowe, resided here until her death, after which he remarried about 1978, moved to the William A. Pierce, Jr. House (#270), and sold his Washington Avenue home.

167. **N. J. Shepherd House** ca. 1928 C
802 Washington Avenue
Handsome two-story side-hall-plan brick Colonial Revival dwelling; gable roof anchored by exterior-end chimney on southwest (left); entrance has modest gabled hood supported by simple pilasters; eight-over-one sash windows; sun porch on southwest (left) carried by Tuscan pillars; N. J. Shepherd was founder, though minority stockholder, in Shepherd Motor Co. in 1928; he and wife, Pauline M. Shepherd, remained here until their deaths.

168. **W. L. Scott House** ca. 1928 C
804 Washington Avenue
Large two-story brick Colonial Revival dwelling follows double-pile hipped-roof form popular in Weldon during early twentieth century; roof form echoed by single hipped dormer and central porch, with pillars framing

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sidelights and elipitical fanlight; screened sun porch on southwest (left); six-over-one sash windows on first story facade with eight-over-one-sash on second; like many Weldon residents, Scott was a native Virginian, coming to Weldon by 1910 where his first known occupation was as a bookkeeper in a saw mill; co-founder in 1921 of Merchants Distributing Co., a wholesale grocery (#231); he and wife resided here until his death; it was sold in 1952 to Robert B. and Constance (Joyner) Metcalf, who continue to occupy the house.

168-a **Garage** ca. 1928 C
One-car hip-roofed brick garage reflects form of dwelling; sliding wooden door.

169. **Vinson-Inge House** 1916-1923 C
806 Washington Avenue
Large two-story double-pile frame house sheltered beneath locally-popular tall hipped roof pierced by interior chimneys; formal three-bay facade features trabeated entrances with sidelights in the center of both stories, the lower sheltered by a full-width porch of Tuscan columns raised on brick pedestals and the upper uncovered; both levels enclosed by railings of square-in-section balusters; one-over-one sash windows, those on lower porch having small upper panes with leaded lancet motif; asbestos shingles; C. S. Vinson was co-founder in 1912 of Dixon and Poole Manufacturing Co, lumber dealers; in 1927 he and wife, Virginia L. Vinson, sold house to M. A. and Julia R. Inge, and in 1937 bought the Gooch House at 612 Washington Avenue (#161); Inges sold house in 1937 to Mary S. Tilghman.

169-a **Garage** 1916-1923 C
Two-car frame building beneath hipped roof; each bay has separate double-leaf wooden doors.

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170. **Alice B. Hudson House** ca. 1920 C
401 Elm Street
Frame foursquare illustrates frequent combination of Craftsman and Colonial Revival influences; unlike most, hipped roof is unbroken by dormers; full-width front porch carried by Craftsman tapered pillers raised on brick pedestals with square-in-section balustrade; German siding; Alice B. (Anderson) Hudson (1876-1938) was the widow of William H. Hudson (1872-1913); sister of neighbors Katherine (Anderson) Hawks (#171) and Thomas F. Anderson (#172); remained in family ownership until 1942, when sold to W. B. and Margaret H. Joyner, who resided here until the early 1990s.

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171. **George David Hawks House** c. 1920 C
405 Elm Street
One-and-a-half-story frame version of popular gable-roofed Craftsman Bungalow features broad front shed dormer and deep eaves supported by triangular brackets; engaged porch carried tapered pillars clustered in trios on brick pedestals at front corners; balustrade composed of slender square-in-section balusters; German siding; Petersburg native Hawks (1868-1947) was a conductor on the Atlantic Coast Line Railway, moving to Weldon in 1918; wife, Katherine Olivia (Anderson) Hawks (d. after 1942), was a sister to neighbors Alice B. (Anderson) Hudson (#174) and Thomas F. Anderson (#172); later owned by neighbors W. B and Margaret H. Joyner (#170).
172. **Thomas Francis Anderson House** ca. 1927 C
409 Elm Street
Unassuming frame foursquare with hipped roof and locally-popular German siding; full-width porch is sheltered beneath atypical shed-roofed porch carried by brick corner pillars upon which rest a pleasant but modest Colonial Revival entablature; square-in-section balusters, one-over-one sash windows, and exposed rafter ends complete house; Weldon-native Anderson (1862-1944) was freight agent with Atlantic Coast Line for forty years; widow Mattie (Bridgeman) Anderson (1894-1968) sold house in 1944 to neighbors W. B and Margaret H. Joyner (#170).
- 172-a **Garage** ca. 1940 C
One-car gable-front frame garage.
173. **John Wesley Sledge House** ca. 1899 C
411 Elm Street
Two-story frame Queen Anne features complex roofline and shallow projecting bay windows and wings on front and sides; wood-shingled pedimented gables and German siding provide typical Queen Anne textures, while wrap-around porch of replacement Craftsmen tapered pillars on brick pedestals shelters front and southwest (right) elevation; rear expanded by series of one-story one-room ells; Sledge (1855-1927) was longtime publisher and editor of The Roanoke News; also active in local government and civic affairs; he and wife, Mary W. Sledge, resided here until their deaths; their son, A. Clayton Sledge (1888-1963), and his wife, Kate T. Sledge (1889-1983), resided here until his death, after which the house was sold.
174. **House** ca. 1940 C
413 Elm Street
Attractive but modest one-and-a-half-story brick Colonial Revival cottage with end gable roof pierced by two gable-front dormers; shallow projecting central vestibule accented by brick quoins; simple pilasters enframe uncovered entrance, while similar pillars carry covered porch on southwest

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(right) elevation facing West Fifth Street; dormers and gable of side porch now covered with aluminum siding.

175. **Vacant Lot**
605 Elm Street

176. **Sallie A. Ponton House** ca. 1904 C
611 Elm Street

Substantial two-story frame dwelling illustrates asymmetrical Queen Anne form rendered with currently-fashionable Colonial Revival elements; tall pyramidal roof features metal finial, with side elevations broken by shallow wings surmounted by pedimented gables; extensive wrap-around porch carried by unfluted columns with Ionic terra cotta capitals; leaded trabeated transom and sidelights, two-over-two sash windows, and diamond-shaped attic windows complete house; Miss Ponton, the daughter of W. H. Ponton, a prosperous farmer during the late nineteenth century, was a bookkeeper at a printing office, and supplemented her income by taking in roomers; house sold in 1943 to John Benn Trueblood and his wife, Virginia Dare Trueblood, who resided here until their deaths; it has now stood vacant for over twenty years.

176-a **Garage** ca. 1930 C

Two-car frame garage with gable-front roof; German siding; exposed rafter ends; access from West Seventh Street; building is actually shared with house at 8 West Seventh Street (#288), with 1970s chain link fence running along property line separating two automobile bays; only the bay for the Ponton house garage retains its original double-leaf doors.

177. **House** 1960s NC-age
703 Elm Street

Modest one-story three-bay frame ranch; gable roof; asbestos shingles.

178. **Doris Lyles House** by 1909 C
705 Elm Street

Vernacular two-story side-hall-plan dwelling with asymmetrical two-bay facade; boxed cornices with returns, two-over-two sash windows, and trabeated entrance with sidelights suggest turn of century construction date; semi-hexagonal bay window on southwest (right); full-width front porch has turned posts raised on brick pedestals, a very atypical arrangement; Doris Lyles, occupation unknown, resided here in early 1950s; now rental.

179. **Mrs. Hardison House** 1909-1915 C
707 Elm Street

Attractive modestly-sized one-story asymmetrical Queen Anne cottage displaying Colonial Revival finish; hipped roof broken by pedimented gable

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that projects to cover semi-octagonal bay window; front wrap-around porch carried by Tuscan columns, asbestos shingles; Mrs. Hardison, occupation unknown, resided here in early 1950s; now rental.

180. **Mrs. Estelle Daniel Rental House #1** ca. 1930 C
709 Elm Street

Charming one-story brick frame Craftsman Bungalow with front clipped gable roof punctuated on each side by diminutive shed dormers; asymmetrical three-bay facade; hipped-roof porch carried by tapered pillars on brick pedestals; exposed rafter ends; built by contractor Raleigh T. Daniel for Mrs. Estelle Daniel (relation unknown) of Northampton Co.; occupied since 1950 by Isaac Medlin (1911-1952), auto salesman and body man, and wife, Blanche (Harris) Medlin; she bought in 1970.

181. **Mrs. Estelle Daniel Rental House #2** ca. 1930 C
711 Elm Street

One-story triple-pile gable-front frame Craftsman Bungalow with asphalt shingles in gable; engaged porch supported by tapered pillars on brick pedestals; two-over-two sash windows; identical to neighbor #182; built by contractor Raleigh T. Daniel for Mrs. Estelle Daniel (relation unknown) of Northampton Co.; still rental property.

182. **Mrs. Estelle Daniel Rental House #3** ca. 1930 C
801 Elm Street

One-story Craftsman Bungalow identical in form, finish, and history as neighbor #181.

183. **Sterling Pierce House** ca. 1928 C
805 Elm Street

Sturdy brick Craftsman/Colonial Revival foursquare; large brick piers at corners with square-in-section balustrade; paired windows; remarkably similar to the larger Jesse Augustus Harvell, Sr. House (#98); Sterling Pierce (d. 1965), a insurance agent, was prominent in Weldon civic life, serving as post master from 1940 to 1965 and town mayor for a number of years.

184. **Frank M. Rightmyer Rental House** ca. 1935 NC-alt
807 Elm Street

Narrow two-story hipped-roof dwelling now covered with aluminum siding; much of wrap-around porch of tapered pillars on brick pedestals now enclosed with brick; Rightmyer was leading Weldon contractor from 1930s until 1970s, residing at 203 East Sixth Street (#273); sold in 1960 to William B. "Buck" Tilley, who resided here until 1987.

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185. **Rental House** ca. 1940 C
809 Elm Street
Attractive one-story gable-front frame Craftsman Bungalow with deep engaged porch in northeast (left) corner accentuated by paneled frieze; single brick porch pillar; paired three-over-one sash windows.
186. **Rental House** ca. 1940 C
811 Elm Street
Mirror image of adjacent frame Craftsman Bungalow (#186) except porch has been screened.
187. **Gordon Dickens House** 1909-1915 C
813 Elm Street
Two-story gable-front double-pile side-hall plan frame Colonial Revival is one of few twentieth century houses of this form in Weldon; pleasant but modest hipped-roof porch supported by Tuscan columns with slender square-in-section balustrade; trabeated transom with sidelights; multi-pane transom above large window on porch; German siding; owned before 1949 by Dickens (1914-1964), associated with brick company owned by father, Ezra; he and wife, Florence (Neathery) Dickens (1916-1983), resided here until their deaths.
- 187-a **Garage** ca. 1940 C
Two-car gable-front metal-clad garage; single-leaf metal-clad door for each bay.
188. **Vacant Lot**
815 Elm Street
189. **House** ca. 1930 C
817 Elm Street
Frame Craftsman foursquare with unusually attractive finish for such a modest house; distinction between weatherboarding on first story and wood shingles on second accentuated by recent two tone paint scheme; pyramidal roof pierced by chimney at apex; square porch pillars, exposed rather ends, and single and paired six-over-six sash windows complete finish.

NORTHWEST SIDE ELM STREET

190. **Brick Houses** 1950s NC-age
191. 300 and 302 Elm Street NC-age
Two similar but not identical one-story brick dwellings beneath gable roofs; each has simple tripartite front window; #300 has only small central covered porch, while #302 has larger gable-front porch which echoes line of

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front asymmetrical roof gable; most likely erected for rental purposes.

192. **Herbert G. Rowe House** ca. 1905 C
304 Elm Street

Large two-story frame dwelling stands prominently at top of small rise ascending southwestwardly from nearby West Third Street; side-hall plan core is expanded by projecting wings on front and both sides, yielding an asymmetrical plan that is invigorated by an array of Victorian elements, including bracketed gables and a wrap-around porch carried by turned posts connected by a spindlework frieze; balustrade missing; two-over-two sash windows; asbestos shingles; Rowe (1866-1927), a native Virginian, operated the Rowe-Stainback funeral service in partnership with his in-laws, the family of merchant and Methodist preacher Peter N. Stainback who resided next door (#193); after his death, his widow, Annie L. (Stainback) Rowe, operated a boarding house here in addition to managing the undertaking business.

193. **Peter N. Stainback House** 1881 C
310 Elm Street

Large two-story side-hall-plan double-pile frame house whose rectangular shape is covered by a low pedimented end-gable roof that evokes Greek Revival feeling; on southwest elevation (left) projects a two-story wing with semi-octagonal bay window topped by a diminutive pediment; original one-story ell was connected by breezeway before being raised to two stories and attached to house between 1909 and 1915; original posts of wrap-around porch replaced with Craftsman tapered pillars raised on brick pedestals when porch enlarged between 1915 and 1923; aluminum siding; Peter Nathaniel Stainback (1841-1910) was native of nearby Brunswick County, Virginia, moving in 1870s to Enfield where he ran a general store before relocating to Weldon by 1880; was closely associated with the town's business interests until his death; was licensed to preach in 1887 and served Weldon Methodist Episcopal Church, South; was elected to represent Halifax County in State House in November 1910 but died seven weeks later in accidental poisoning; remained in family ownership until death of widow, Ida Virginia (Brown) Stainback (1852-1929).

194. **James Rowell, Sr. House** ca. 1917 C
400 Elm Street

Large two-story house combines asymmetrical Queen Anne form with modest Colonial Revival finish; hipped roof broken by projecting pedimented gables; modifications undertaken in early 1980s included enclosure of the wrap-around portion of the porch, lowering the porch floor to ground level, and addition of replacement metal columns; aluminum siding; Rowell was a railroad engineer, residing here with wife until their deaths; bought from estate in 1961 by William W. Thorne, Sr. (1928-1986), also a railroad employee, and wife, Martha; on site of second Weldon Baptist Church

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(white), a frame building erected in 1880s though block not shown on Sanborn map until 1909; vacated in 1914 when present church was built on Washington Avenue (#131); property sold in 1914 and church subsequently demolished by contractor W. D. Poole, who had this house erected within several years (The Roanoke News, August 6, September 3, 1914).

195. **House** ca. 1960 NC-age
404 Elm Street

One-story gable-front brick dwelling with simple Colonial Revival elements, small porch engaged in front northeast (right) corner, and small projecting side wing; replacement twenty-pane windows.

195-a **Garage** ca. 1960 NC-age
Small frame one-car gable-front garage at rear of lot.

196. **Vacant Lot**
408 Elm Street

197. **Barr-Josephson House** 1914 C
412 Elm Street

Two-story frame Queen Anne-Colonial Revival dwelling with front and northwest (right) elevations interrupted by shallow projecting bays covered by pedimented gables, the front one containing a handsome Palladian-inspired attic window; truncated-hipped roof; wrap-around porch carried by tapered pillars on brick pedestals; entrance framed by decorative-paned sidelights and transom, while rectangular colored glass window is placed to right of door; one-over-one sash windows; erected for Capt. J. S. Barr, a conductor on the Atlantic Coast Line Railroad, with neighbor W. D. Poole as construction superintendent; in April 1914 Poole sold to Barr half of the lot where his dwelling had burned February 1; Poole rebuilt his house at the same time to the northwest of this, but that house demolished in 1970s; Barr sold house in 1920 to Michael Josephson and wife, Minnie (Goldstein) Josephson; he was the nephew of Henry Farber, the brother of William B. Josephson (house #249), and the partner with Farber in Farber and Josephson, a men's clothing store (#111) the Josephson's resided here until their deaths; the earlier house that burned February 1, 1914 was one of the "landmarks" of Weldon, being built of "fine heart timber and it made a big blaze and burned rapidly;" it had been erected for H. Allsbrook, enlarged by R. P. Spiers, sold to physician and planter Alexander B. Pierce (1824-1896), whose widow built (#155) on Washington Street in 1913 (The Roanoke News February 2, 1914).

198. **Spiers-Lockhart-Pierce House** ca. 1879 C
414 Elm Street ca. 1924

Large two-story gable-roofed frame dwelling is one of oldest on Elm Street; began as double-pile side-hall-plan house on southwest (left) which was

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enlarged into center-hall double-pile form ca. 1924; remaining elements of original house include slender cornerboard finished as pilasters that rise to support a boxed cornice, broad end gables framed by boxed cornice returns, six-over-six sash windows, and a trabeated entrance; enlarged house unified ca. 1924 with full-width Craftsman/Colonial Revival porch of tapered pillars raised on brick pedestals enclosed by square-in-section balusters; house probably erected for dry goods merchant and Virginia native R. P. Spiers; he did not reside here long, for when Signora M Lockhart bought the house in 1883, she had been renting it over two years; in 1890 it was acquired by dry goods salesman and farmer James W. Pierce, a son of neighbor Dr. Alexander B. Pierce (see #197); the younger Pierce and his wife resided here until their deaths, and it remains in family ownership.

199. **E. L. Bond House** ca. 1941 C
500 Elm Street

One-story brick Craftsman Bungalow beneath end gable roof; full-width gable-front porch carried by large masonry pillars at corners; all gables sheathed with asphalt shingles laid in diamond pattern; three-over-one sash windows and exposed rafter ends complete exterior; Bond, occupation unknown, and wife, Simmie, a county nurse, resided here until deaths.

199-a **Garage** ca. 1940 C
One-car gable-front German siding structure with storage room on northeast (left) side.

199-b **Ellis Lee Bond House** ca. 1950 NC-age
One-story ranch with modest Colonial Revival features, including small pedimented entrance portico and covered porch on northeast (left); erected by Bonds for their son, Ellis Lee Bond; now rental property owned by owners of big house (#199), but has separate address of 107 West Fifth Street.

200. **Dr. W. A. Carter House** ca. 1925 C
504 Elm Street

Large two-and-a-half-story double-pile brick Colonial Revival house under end gable roof; symmetrical five-bay facade; full-width one-story porch supported by massive brick piers at corners and with tapered wooden pillars raised on brick pedestals flanking central steps; brick pierced balustrade wall adds to sturdy appearance; Carter was one of first small animal veterinarians in area, building small animal hospital in 1928; later owned by Methodist Church (#125) as parsonage.

201. **Vacant Lot**
506 Elm Street

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202. **Edwin G. "Pete" Clark House** ca. 1935 C
510 Elm Street
One-story gable-roofed frame Colonial Revival; porch engaged beneath projecting central hipped roof, supported by four slender Tuscan columns; combination of projecting hipped porch on end gable house is not common in Weldon; Clark was proprietor of Clark's Esso at 300 Washington Avenue (#145); resided here with wife until deaths.
203. **Colie Clark House** ca. 1928 C
512 Elm Street
Pleasant one-story frame Craftsman Bungalow; end gable roof accented with triangular brackets and broken by shallow side wings and projecting gable-front porch; tapered pillars on brick pedestals with square-in-section balustrade; six-over-six Craftsman windows; aluminum siding; Colie Clark, occupation unknown, was brother of neighbor Pete Clark (#202).
204. **C. E. Carter House** ca. 1900 C
600 Elm Street 1913-1914
Two-story T-plan frame dwelling has gables framed by boxed cornice returns, interior chimney with heavy corbeled cap, and wrap-around porch carried by Colonial Revival Tuscan columns; two-over-two sash windows; aluminum siding; 1909 Sanborn map shows four identical narrow two-story houses, each with one-story ell, at northern corner of this block; The Roanoke News on December 1, 1910 reports that "Mrs. N. M. Austin last week sold to C. E. Carter and W. N. Shearin three dwelling on the west side of Elm street, between 6th and 7th streets. These dwellings are in a splendid neighborhood, on one of the best residential streets in Weldon. Mr. Carter expects to remodel and move in one of them some time next year;" on July 24, 1913 the paper noted that "C. E. Carter's residence on Elm Street has had a new coat of paint, and this add to its appearance;" on April 9, 1914 it reported that he "is having another story added to the rear of his dwelling and will make considerable improvements to the place," and the June 1915 Sanborn map shows the house in its present configuration; Carter was involved with several local enterprises, including the Weldon Realty Co. (1913), the Weldon Building and Loan Assn. (1914), the Jersey Cream Co. (1926), the C. E. Carter Electric Co. (1931), and the Weldon Ice and Fuel Co. (1934).
205. **House** 1970s NC-age
602 Elm Street
One-story brick ranch with small gable front porch.
206. **Vacant Lot**
606 Elm Street

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207. **Henry Farber House** 1909-1915 C
608 Elm Street 1915-1923
- Two-story L-plan frame dwelling covered by a shallow hipped roof, unusual for a house of this form; simple Colonial Revival finish includes full-width porch carried by Tuscan columns and surmounted by a modest roof balustrade, boxed cornices, six-over-six sash windows, and trabeated entrance; Sanborn maps indicate the side-hall-plan block on the southwest (left) was built first, with recessed two-story wing added within ten-fifteen years; Lithuania native Henry Farber (ca. 1871-1948) immigrated to Baltimore about 1890 and in 1892 came to Weldon, where in 1896 he began as a merchant, for the first six years with Louis Levin on West First Street near the railroad and afterwards by himself, remaining on First Street until building at 305 Washington Avenue (#111); in 1902 married cousin, Mollie Farber, (ca. 1873-1936), and they resided here until their deaths; son Ellis Farber continues to occupy house; referred to by The Roanoke News on September 11, 1913 as "one of our pioneer Hebrew citizens," Henry Farber played central role in developing in Weldon a Jewish community that was surprisingly strong for a small town in eastern North Carolina; as his business prospered, he brought relatives to North Carolina and set them up in business either in Weldon or nearby, including brother-in-law Morris Freid (store #110, house #70), and nephews William B. Josephson (house #249) and Michael Josephson (house #197), the latter being mercantile partner in Farber and Josephson; other relatives located in Littleton and Warrenton; in 1922, when a Jewish congregation was organized in Weldon, it met in the Farber house before relocating in 1928 to the second story of a commercial building (erected 1881 for William H. Smith and burned in 1960s) owned by Farber at 133 Washington Avenue; synagogue now located at 11 East Eighth Street (#306).
208. **Vacant Lot**
700 Elm Street
209. **Vacant Lot**
702 Elm Street
210. **Brown-Anderson House** ca. 1890 C
706 Elm Street
- Attractive two-story frame dwelling with asymmetrical T-plan invigorated with a variety of Victorian embellishments, chiefly the distinctive sawtooth bargeboards, rows of scallops boards employed as a stringcourse, peaked hoods over two-over-two sash windows, and large interior chimney with arched panels; wrap-around porch carried by chamfered posts with unusual lateral brackets and turned balustrade; W. H. Brown, the proprietor of a general store, sold house in 1899 to D. R. Anderson, a wholesale grocer; he and his wife, Daisy, resided here until selling house in 1924 to S. W. Neal, occupation unknown; the house was acquired in 1936 by mail

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carrier Frank H. Newsome and his wife, Edna, and they have resided here since 1951.

211. **Vacant Lot**
708 Elm Street

212. **Inge-Gray House** ca. 1889 C
710 Elm Street

Distinctive two-story frame Victorian features usually complex roofline of hipped and gabled sections for a house of relatively modest size; prominent front gable features arched louvered attic vent framed by boxed cornice returns; full-width shed-roof porch has diminutive pediment at steps and turned posts; two-over-two sash windows, asbestos shingles; three separate one-story ells expand the rear; Virginian A. M. Inge, the operator of a saw mill, bought this lot in 1889 and sold property in 1897 to B. F. Gray, occupation unknown; later owned by M. J. and Laura Canipe, who sold in 1950 to grocer Wilber E. Myrick (store #148) and wife, Hazel (Martin) Myrick.

212-a **Garage** ca. 1940 C
Two-story gable-front building with space for two cars in lower story built of concrete blocks and upper frame story now sided with asbestos shingles; simple details; six-over-six sash windows.

212-b **Garage** ca. 1935 C
One-story two-car gable-front building with concrete block walls and frame gables, now asbestos shingles; gable has diamond-pane attic light; original double-leaf crossbuck doors with eight-pane upper panels.

212-c **Garage** ca. 1935 NC-alt
Appears nearby identical to 183-b except gable-front roof has collapsed.

213. **Vincent-Goode-Wallace House** ca. 1900 C
802 Elm Street

Large one-and-a-half-story frame end-gable roof with central false dormer flanked by diminutive peimented gables; three interior chimneys piece roof; wrap-around porch carried by slender turned posts with turned balustrade terminates in northeast (front right) corner with octagonal pavilion; vinyl siding; a native of Greensville Co., Virginia, G. L. Vincent was a major stockholder in the Weldon Lumber Co., selling house in 1907 to Seddon Goode, that company's foreman; Goode and wife had moved to Sampson County before they sold house in 1921; purchased in 1923 by I. T. Wallace, occupation unknown, and wife, Katherine, who resided here until their deaths in 1970s.

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214. **Green-Carter House** ca. 1897 C
806 Elm Street
Modest one-story single-pile frame vernacular cottage under gable roof; replacement Craftsman porch of tapered pillars on brick pedestals and square-in-section balustade probably added in 1910s or 1920s; six-over-six sash windows; extensive rear ells; built as rental property by Dr. Isaac E. Green (#65) and sold in 1920 to merchant W. A. Carter, who apparently continued to use it for rental purposes.
215. **William Esmond Carter House** ca. 1935 C
808 Elm Street
Attractive one-and-a-half-story brick Tudor Revival; trypical stylish elements include stone accents at large front chimney and round-arched entrance; weatherboarded gables, with small demi-lune in front; small six-over-six sash windows; Carter was a photographer.
216. **B. A. Pope House** ca. 1888 C
814 Elm Street
Two-story T-plan four-bay frame dwelling handsomely situated atop small hill shaded by mature magnolia trees; intersecting gables framed by boxed cornice returns; three-bay porch carried by replacement square pillars; two-over-two sash windows; built for B. A. Pope, merchant and county commissioner, and wife, Anna Pope; they were succeeded in house by their daughter, Helen (Pope) Harrington (d. 1960s), and her husband, S. A. Harrington (d. before 1952), who was involved with the Sterling Construction Co. (inc. 1913), the Southern Farmers Warehouse Corp. (1919), and Harrington and Hardy, a general contracting firm (1920).

NORTHEAST SIDE WEST FIRST STREET

217. **Southern Express Company Building** 1911 C
12 West First Street
Modest one-story brick building with four-stage parapet at top of gable-front roof; simple details include stone caps to parapet, one-over-one sash windows with jack arch lintels, and modified entrance; located immediately north west of overhead viaduct; The Roanoke News on November 16, 1911 announced the ground breaking for the company's "handsome new home near the union depot," adding that the brick will be the same kind used for the soon to be completed depot; by 1923 the company had merged into the American Railway Express Company, and building remained as express office until at least 1960s; now the local offices of the CSX Transportation Company, owners of the adjacent railroad tracks.

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Embankment and Viaduct

West First Street to West Eighth Street

Largest and most visible resource in the Weldon Historic District; consists of high earthen and stone embankment approximately 0.8 mile long from about Eighth Street to First Street, from where it continues as a viaduct about 0.25 mile north to the Roanoke River; because Weldon's elevation decreases gradually as it approaches the Roanoke River, the height of the embankment correspondingly increases to keep the grade of the railroad fairly level: about eight feet tall at Eighth Street where it enters district, about thirteen feet at West Sixth Street pedestrian underpass, about twenty feet at Third Street automobile underpass, about twenty-three feet where it terminates at the Second Street automobile underpass; carries two tracks for its entire length through town; sides generally keep free of tall or heavy shrubbery, with presence of small saplings indicating periodic shearing of growth; south of Fifth Street the growth becomes more prevalent, especially along the northwestern side; between Fifth and Seventh streets remnants of railroad yard attests to the past importance of the railroad in Weldon, with six parallel lines in some sections, although only one or two see regular use; the iron viaduct slices dramatically through the northwest edge of the commercial section as it continues from West Second Street to the Roanoke River; iron trestles (which, in turn, set on short concrete "pedestals") spaced approximately thirty feet apart carry the viaduct, assisted at street overpasses and near Union Station (#219) by massive concrete pylon-shaped piers, some measuring twenty feet wide and six feet deep at the ground and twenty-five feet tall; Embankment and Viaduct was part of facilities improvement by Atlantic Coast Line Railroad in 1910 to provide more efficient operations in Weldon; built in conjunction with new two-level Union Station (#219), where Seaboard Air Line, running from Raleigh to Portsmouth, occupied lower level and Atlantic Coast Line upper level; combination of elevated track and new depot eliminated congestion of trains from both lines using outdated facilities; a complementary embankment was built on northern side of Roanoke River from river to Garysburg, Northampton County; work on embankment began from south and proceeded northward (Eighth to First streets) with concrete overpass abutments built ahead of embankment; regular construction reports made by The Roanoke News: contractor "pushing" the work on the big concrete pillars for the "elevated road" (June 2, 1910); completion of concrete pillars at Third Street overpass (June 9, 1910); continuous steel viaduct over river to be 90 feet above ordinary river level and 3,700 feet long with "concrete abutments, piers, and pedestals" (June 16, 1910); work on "high embankment" nearing Third Street (July 21, 1910); embankment work between Third and Second streets, with work north from river to Garysburg completed (August 25, 1910); embankment completed to Second Street with work on "steel viaduct to Roanoke river will begin soon" (September 15, 1910); viaduct

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under construction with pillars for new "steel bridge" over river almost completed (November 3, 1910); the arrival of "the big machines for lifting the heavy steel sections" for the street overpasses and viaduct, "the former to replace temporary wooden overpasses (November 17, 24, 1910); completion of the "elevated railroad" to the Roanoke River, with the route's use pending completion of the river bridge (February 2, 1911); completion of bridge (July 20, 1911); earlier newspaper editions have not been read to provide commentary on the need of the Embankment; little commentary is devoted to the physical, visual, commercial, and social changes the Embankment brought to Weldon, primarily by erecting a very imposing division between the oldest residential area centered on West Second, West Third, Chestnut, Mulberry, and Walnut streets, areas that during the 1890s and first decade of the twentieth century increasingly became the center of Weldon's black community, and both downtown and the white residential sections along Washington Avenue and Maple, Sycamore, and Elm streets; after the completion of the Embankment, the two areas became increasingly separated in racial makeup; though trains no longer stop in downtown Weldon, the Embankment and Viaduct remain in service to several dozen trains that pass through Weldon daily.

219. (former) Union Station
6 West First Street

1911

C

Impressively situated large one-story buff brick building exhibits the familiar features that made passenger stations erected during the early twentieth monuments of civic pride; displaying a subdued version of the Prairie style, the commodious structure is covered by a low hipped roof with broad overhanging eaves supported by large triangular brackets with crosspieces; the main facade faces the railroad tracts (removed in 1967) to the north, with the rear elevation actually being most visible from First Street; the facade focuses on a projecting central ticket office topped by pedimented dormer containing Palladian style window; diminutive pedimented dormer vents accent the ends of the roof, which is pierced by interior chimneys with panelled stacks; the south elevation contains three trabeated entrances, each with double-leaf horizontal-panel doors, the right doors originally to the waiting room for whites, the central to the waiting room for blacks, and the left to the baggage room; each elevation is broken by a regular rhythm of single and double one-over-one sash windows with stone sills and lintels; because of the railroad's singular importance to Weldon, and the fact that the depot's construction coincided with a number of railroad changes including the building of the raised embankment and elevated railroad through town, the erection of a new bridge across the river, and the replacement of the nearby old hotel with a new one, The Roanoke News had week comments on local railroad construction activity in 1910, 1911, and 1912; construction of the new Union station was a joint effort between the Seaboard Air Line and the Atlantic Coast Line railroads, with expenses, equipment, and maintenance to be shared, a unique

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arrangement that was underscored by the announcement on October 15, 1911 that "The Seaboard Air Line people having completed their portion of the contract for the construction of the union station here, the Atlantic Coast Line now take charge and will complete the work;" when plans and specifications were submitted in February 1911, the paper stated that the building "will be of buff brick, of handsome architectural design and will be most convenient in every way;" construction began in April and the building put into service on December 15, 1911, with the next issue of the paper understatedly declaring that "The opening of the handsome new union station here last Friday was an important era in the history of Weldon;" in 1913 a two-level elevated platform was erected immediately west of the station, the lower portion for the Seaboard Air Line and the upper for the Atlantic Coast Line, and for years this tall structure was one of the most recognized structures in Weldon; it was removed after passenger trains ceased stopping in Weldon in 1971, as was a covered waiting platform along the lower track and, eventually, the lower track itself; unoccupied until 1978, when building was acquired by the Town of Weldon and renovated for the Weldon Public Library and continues as such today.

220. **Stone Building**

ca. 1830

C

4 West First Street

Remarkable one-story one-room stone building of which little is known of its history; approximately 37 feet-by-25 feet, it is the only building in Weldon of stone construction and is covered by a low hipped roof; fifteen-inch thick walls are laid in random ashlar of irregular sized granite blocks from regional quarries; segmental arches surmount openings on every elevation except the northeast, which is blind with a brick chimney; the front (southeast) and rear elevations have double-leaf entrances and the southwest elevation (facing the filled bed of the old Roanoke River Navigation Canal and Union Station) has a pair of windows, all openings being boarded up except for the entrance on the front; elevation also has a series of six or eight square holes above the window level, apparently for ventilation; the dominant feature inside is the sturdy roof structure of massive girders, principal rafters, and braces; judging from the quantity of slate shingles stored inside and broken slate around the outside, the roof was probably originally covered with slate, as wooden shingles or shakes would not have required such a heavy roof structure; the building's history is largely a mystery, complicated by the fact that since the building was located on the northern side of the canal, it was never shown on any of the Sanborn maps; while some local tradition states that it was erected during the early twentieth century as the town's electric plant, the electric plant was situated in the former Weldon Corn Mill; furthermore, it is unrealistic to expect such a municipal structure to be built of stone during the early twentieth century when brick making was an important local industry; there is also some belief that the building was erected to house activities associated with the canal built by the Roanoke

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Navigation Company between 1817 and 1823, and which operated with varied success until the 1840s; as shown on the Sanborn maps, the canal remained open until the mid 1920s, after which it was gradually filled in so that its bed is not discernible today.

221. **Weldon Railroad Museum Caboose** 1960s NC-str
2 West First Street

Southern Railroad caboose number X453 painted red; acquired and placed on short section of track in summer 1994 by Weldon Railroad Museum, Inc., which was organized in the early 1990s.

NORTHEAST SIDE EAST FIRST STREET

[***NOTICE***how we stay on the same (northeast) side of the street but the street numbers change from even on West First to odd on East First.]

222. **Weldon Freight Depot** ca. 1840 C
3 East First Street 1881

Large one-story gable-roofed brick warehouse with later two-story brick hipped-roof office block appended to southwest end nearest First Street; judging from seven-to-one common bond brickwork, earliest end of warehouse section appears to be the northeastern two bays, those farthest from First Street, with central portion having been added in 1881; warehouse terminated on northeast with stepped parapet, is covered by broad gable roof now pierced with skylights, has had freight doors on railroad side (northwest) replaced with modern glass windows while both doors on southeast replaced with modern glass doors; uncovered freight ramps extend along both elevations, with broad overhangs supported by large, curvilinear solid brackets; two-story office, built 1881, reflects prevailing Italianate style with robust wooden brackets punctuating boxed cornice and simpler brackets accenting wooden hoods above windows, originally containing six-over-six sash but now with one-over-one fixed sash; earliest section erected between 1838, when English actress Frances Anne Kemble remarked only on the "rough pine ware rooms or station houses," and 1845 when creditor's sale of local property of Portsmouth and Roanoke Railway included the "brick warehouse;" on April 28, 1881 The Roanoke News announced the Seaboard and Roanoke Railroad's intended construction of a warehouse addition "50 to 60 feet long," with the end nearest the street to contain two stores; R. O. Edwards was the contractor (perhaps the same person as R. P. Edwards of house #87); on July 28, when it reported that "bricks are being hauled" preparation for construction, it also noted that a second story was being added to a part of the building; construction was almost complete by September 22, and on the following July 20, 1882, when the paper noted that the warehouse is being painted and "much improved in appearance," it added, rather understatedly, that the Seaboard Railroad is "a help to Weldon;" the warehouse and office continued in use through

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mergers in 189_ into the Seaboard Air-Line Railway system and in 1967 into the Seaboard Coast Line; after 1967 the building fell into disuse, until it was acquired and rehabilitated into offices by American Refuse Systems in the 1980s.

223. **Howard Jobbing Company Building** 1913-1914 C
105 East First Street

One-story five-bay gable-roofed brick building has impressive three-level stepped parapet facade accented with corbeled brickwork and a blind demi-lune window in the uppermost part; central truck bay flanked by two arched openings on each side containing three six-over-six sash windows and a pedestrian entrance; similar arched windows on side elevations, four on northwest and one on southeast, the latter also having a loading door; rear elevation marked by shorter four-stage parapet; Howard Jobbing Co. incorporated as wholesale grocery in 1913 by C. W. Howard, Jr., J. H. Crocker, and J. I. Wyche (#82); building sold in 1915 to Wyche and H. V. Bounds, the latter selling his share to W. L. Scott, who joined Wyche and B. G. Rodwell in another wholesale grocery venture, the Merchants Distributing Co. in 1921; in 1933 this firm acquired the Weldon Grocery Co. Building across the street (#231), and sold the Howard building in 1941; since then it has been occupied by a succession of businesses, since 1980s by Steve's Body Shop.

SOUTHWEST SIDE WEST FIRST STREET

224. **Commercial Building** ca. 1940 C
21-23 West First Street

One-story brick commercial building with two storefronts and simple utilitarian finish; each storefront consists of entrance at outer end of building, three large panes of glass, and transom; original occupants unknown; store at 21 occupied by Boone's Barber Shop since.

225. **Vacant Lot**
19 West First Street

226. **Vacant Lot**
13-15 West First Street

SOUTHWEST SIDE EAST FIRST STREET

227. **Vacant Lot**
5-7-9 East First Street

228. **Vacant Lot**
11-13-15 East First Street

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100 East First Street230. **Weldon Motor Company Building** 1915 C
104 East First Street

Large one-story brick commercial building features stepped parapet on front that echoes that of Howard Jobbing Co. Building (#223) across the street; corbeled brickwork and modest pilasters define three-bay facade, with a large central entrance with overhead door flanked by equally large display windows which have been closed with brick; side elevations contain multiple segmentally-arched windows that have been closed with brick; Weldon Motor Company was founded as Ford dealership about 1915 by N. S. Barnes and R. S. Travis, with this building labeled on June 1915 Sanborn maps as "Auto Sale Room; From Plans;" by 1923 the company had constructed a larger building (demolished ca. 1988) on a lot to the rear (southwest); their old building was leased to the Coca-Cola Bottling Co. until their new building on Sycamore Street (#84) was completed in 1925; since then it has been occupied by a variety of commercial enterprises, most recently the Welcome Tire Center and a truck body shop.

231. **Weldon Grocery Company Building** 1913 C
108 East First Street

Substantial two-story five-bay-by-five-bay brick structure is largest commercial building in downtown Weldon; impressive gable-front facade stands imposingly along street, with corbeled brickwork defining triangular parapet, with similar parapet at rear; parapet divided into three sections by four modest brick pilasters which rise above raking cornice to form blunt finials; segmentally-arched windows contain two-over-one or four-over-four sash, with central elevated loading entrance having double-leaf chevron-patterned wooden door; building constructed for wholesale grocery of brothers P. C. and C. W. Gregory, who previously were located in the Emry Building (#139); in announcing the impending construction of the "large new brick building" on the site of the "old ice factory which burned some years ago," the June 19, 1913 issue of the Roanoke News added that "The building will be one of the largest in Weldon, and a side track for loading and unloading cars will be run right through the building;" a month later, on July 17, the paper declared that the new building "would do credit to Richmond or Norfolk;" no physical or Sanborn evidence that side track was ever extended through building; property sold in 1919 to David R. Anderson (house #160) and Henry D. Allen (house #129) who were partners in the Weldon Grocery Co.; firm incorporated in 1922 by Allen and attorneys W. E. Daniel (house at #126, demolished) and William L. Knight (#95) sold again in 1933 to Merchants Distributing Co., another wholesale grocery formed in 1921 by W. I. Scott, J. I. Wyche, and B. G. Rodwell; this firm remained here until at least 1940s; now offices of engineering/planning firm Tacoma Steckley-NC.

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232. **Vacant Lot**
112 East First Street
Covered with gravel and used for parking.

NORTHEAST SIDE WEST SECOND STREET

233. **Vacant Lot**
14 West Second Street

NORTHEAST SIDE EAST SECOND STREET

234. **Warehouse** late 1920s C
207 East Second Street

One-story brick warehouse approximately 42 feet wide and 190 feet deep; six-to-one American bond; facade has three-stage stepped parapet with simple corbeled brickwork accents; front raised concrete loading platform covered with 1970s metal roof; original railroad side to northwest (right), between this and Weldon Fruit and Produce Co. (#26) removed after World War II; original occupant unknown; only occupant since 1961 was Action Sportswear, a sewing factory, between ca. 1987 and ca. 1993.

SOUTHWEST SIDE EAST SECOND STREET

235. **Town Fire Bell Tower** 1915-1923 C-str
15 West Second Street

Square metal tower approximately forty-four feet tall located forty feet to rear of (former) Town Hall (#239); anchored on poured concrete pylons about ten feet apart and tapering to pyramidal roof two feet square; bell replaced by modern siren; a bell tower of larger width built at same location between 1897 and 1904; except for bell tower, rest of lot either grass or gravel parking lot.

SOUTHWEST SIDE EAST SECOND STREET

236. **Commercial Building** ca. 1930 C
4-6-8 East Second Street

Attractive but modest one-story brick commercial building containing three store defined by simple pilasters that rise one-foot above parapet; modest brickwork delineates panels above each storefront, while inset diamonds of cast concrete accent pilasters and panels; storefronts altered to varying degrees: 4 has been entirely closed with corrugated metal panel, 6 has lost entrance but retains prism glass transom, and 8 retains central recessed configuration with overhead transom; a variety of retail uses through years, including, in 6, the Weldon Meat Market, operated by Ben and Bessie (Freid) Goldman (dwelling #283), she being the niece of Morris Freid (store

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#110) and sister-in-law of Louis Kittner (store #113).

237. **Commercial Building** ca. 1930 C
10-12 East Second Street

Simply detailed one-story brick commercial building with two storefronts, each with intact facades of central entrance recessed between plate glass display windows with transom above; upper facade has simple brick panels outlined in rowlock brick; unadorned parapet capped by clay tile coping; a succession of retail businesses have been located here.

NORTHEAST SIDE WEST THIRD STREET238. **Veteran's Monument** 1990 NC-obj
10 West Third Street

Flagpole with granite marker "Dedicated To All Who Served In The Armed Forces Of The United States;" raised by the Eugene Basil Glover American Legion Post 298 and dedicated November 11, 1990; the flagpole and bricks encasing the marker were taken from the ca. 1924 Weldon High School which, along with the 1906 Weldon Graded School, occupied most of the block bounded by Washington Avenue and Sycamore, Eighth, and Ninth streets before both buildings were demolished during the summer of 1990; except for monument located in southern corner, rest of lot is vacant and covered with grass.

239. **(former) Weldon Town Hall** 1893 C
6 West Third Street

Attractive and charming one-story-with partial basement gable-front brick building features distinctive bellcast roof with front gable sheathed with beaded boards placed in chevron pattern; in gable's center is diamond-shaped louvered attic vent, with boxed cornice returns framing entire gable; on front right is a projecting vestibule/porch that echos in miniature the building's roof and gable in form and finish; six-over-six sash windows in simple surrounds; lot slopes from front to rear, providing access at rear to two crudely-finished jail cells in basement; interior access from rear of building; The Roanoke News announced on June 15, 1893 the awarding of a contract for the construction of this "neat, substantial brick building," which, when completed, would be "an ornament to that portion of the town, as well as a convenient place where the scales of justice may be evenly balanced, as the sinners are introduced to his Honor;" unfortunately, paper did not name winning contractor, but most likely brick yard owner and mayor Thomas Leyburn Emry (1842-1910); used as town hall and jail until soon after 1923, when a new town hall was built on West Third Street near the water tower, as town library from 1924 until the 1980s, after which it stood vacant until 1991 when it became home to the Eugene Basil Glover Post No. 298 of the American Legion.

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SOUTHWEST SIDE WEST THIRD STREET

240. **Vacant Lot**

101 West Third Street

Contains foundation of old filling station that faced the corner diagonally.

241. **Vacant Lot**

19 West Third Street

Covered with gravel and used for parking.

242. **Commercial Building**

1970s

NC-age

15-17 West Third Street

One-story two-storefront concrete block building with large plate glass windows across entire facade; occupied by NAPA Auto Parts in #15 store and ABC (liquor) store in #17 store.

243. **Clark-Hartsoe House**

4th quarter

C

13 West Third Street

19th c.

1909-1915

One-story double-pile center-hall plan frame dwelling beneath low hipped roof pierced by interior brick chimneys; nearly-full-width five-bay hipped-roof porch carried by turned Victorian posts accented by small lateral brackets and enclosed by a turned balustrade; six-over-six sash windows in simple surrounds and cornerboards with diminutive capitals; transom and sidelights at entrance now closed; history of house is uncertain; certainly dates from before 1915 when it first appears on Sanborn maps; it may be one of several older houses on the southwest side of East Third Street between Washington Avenue and Sycamore Street that were moved in 1910s and 1920s; however, dimensions of house on 1915 Sanborn map vary slightly from dimensions of similar house facing East Third Street on present site of 1915 George C. Green Building/(former) Bank of Halifax (#116), which disappears from the Sanborn maps at the same time this house appears on this lot; earliest known owner was E. Clark, and house sold in 1919 to E. B. Clark and wife Lutie Clark (relationship unknown); grocer Hoyle A. Hartsoe and wife, Rockie L. Hartsoe, bought property in 1945; his father, John Polecarp Hartsoe (1870-1957), had been a grocer on First Street in early years of twentieth century; remains in family ownership.

244. **Doctor's Building**

ca. 1960

NC-age

11 West Third Street

One-story brick building with flat roof typical of modern commercial buildings erected in 1950s and 1960s; windows composed in groups of large jalousie panes; now offices of Halifax Family Health Center, P. A.

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SOUTHWEST SIDE EAST THIRD STREET

245. **Vacant Lot**

2 East Third Street

Paved and used for parking behind Branch Bank (#116).

246. **Morehead Rental House**

ca. 1920

C

8 East Third Street

Distinctive one-and-a-half-story gable-front frame Craftsman Bungalow in which full-width porch is engaged beneath projecting gable; modest pillars; second story enlarged by shed dormer along northwest (right); small side balcony on northwest; vinyl siding; like neighbors to southeast at 300, 302 Sycamore Street (#s 85, 86), house built as rental by Dr. Robert P. Morehead (1870-1922) and wife, Dorcas Ann (Vernon) Morehead (1872-1951); they resided in 302 unit for only a few years before his sudden death; Mrs. Morehead, soon afterward built a residence for herself ca. 1924 at 609 Sycamore Street (#78).

NORTHEAST SIDE WEST FOURTH STREET

247. **Carolina Telephone and Telegraph Building** ca. 1930

C

14 West Fourth Street

One-story brick Art Deco commercial building embellished with limestone trim; four-bay by three-bay building defined on West Fourth Street facade and Elm Street (southwest, left) elevation by fluted limestone pilasters crowned by stylized capitals composed of an elongated hexagonal panel on a chevron field; limestone courses extend along these two main elevations at water table, cornice, and coping; broad, unfluted limestone pilasters frame central entrance with large, segmentally-arched stone lintel overhead; window sash composed of three vertical panes-over- three vertical panes, a unique configuration in Weldon; front southwest windows (left) flanked by sidelights; Carolina Telephone and Telegraph Co. bought property in February 1930 and continues ownership;

248. **James Alexander Musgrove House**

1891

C

10 West Fourth Street

Imposing two-story frame Eastlake residence has variety of wooden embellishments on asymmetrical composition; L-plan invigorated with two-story bay windows on projecting front and southwest (left) with one-story rectangular bay window on northeast (right); two-story bays surmounted by semi-octagonal hipped roofs, with gables elsewhere and splendid cross-gable roof creating a distinctive tower-like appearance above the entrance; decoration supplied by gables sheathed with vertical siding, robust paired brackets at boxed cornices, and molded and peaked hoods above two-over-two sash windows; three-bay porch carried by turned posts with sawn brackets

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supporting an intricate pierced frieze; original German siding now covered with asbestos shingles; Virginia-native Musgrove (1846-1924) came to Weldon in 1880s as agent with the Petersburg Railroad, married Frances Cook Pierce (1864-1934), the daughter of physician Alexander B. Pierce (#197), and by 1890s entered the hardware and furniture business with his wife's family (see #s 142, 143, Pierce family houses #s 127, 128, 155, and 157); he was also active in educational efforts during the 1890s and first decade of the twentieth century; the intended construction of this house was announced by The Roanoke News in July 1891 (cited by Vick, July 22, 1982); it remained in family ownership until 1945.

248-a **Rental House** ca. 1950 NC-age
One-story frame dwelling beneath gable roof; one room wing projects from northeast (right) elevation; small six-over-six sash windows; asbestos shingles.

249. **William B. Josephson House** 1915-1923 C
6 West Fourth Street
Handsome one-story frame Craftsman bungalow with broad gable-front roof interrupted by secondary gables sheltered shallow projecting bays in center of each side elevation; deep engaged porch carried by paired tapered pillars raised on brick pedestals and enclosed by balustrade of square-in-section members; gable enlivened by wood shingles and eaves accented by triangular brackets and shaped rafters; weatherboard; six-over-one Craftsman windows; Josephson (d. e. 1980s) was nephew of prominent Jewish merchant Henry Farber (store #111, house #207), having been brought to Weldon with brother Michael (house #197) to work in Farbers store; Bill later branched into his own business, the Leader Store, in the two-story Smith Building owned by Farber at 123-125-127 Washington Avenue, which burned in 1960s; he and wife, Ida (Scherer) Josephson (d. ca. 1990), resided here until building in 1950s on Meadow Lane, where they resided until their deaths; now occupied by governmental housing agency.

NORTHEAST SIDE EAST FOURTH STREET

250. **Commercial Building** ca. 1960 NC-age
3 East Fourth Street
Undistinguished small modern brick building with nearly full facade occupied by large windows and glass door, all in aluminum frames; simple parapet has tile coping; built for J. Waylon Maddrey's Insurance Office; now occupied by Edmonds Income Tax and Financial Services.

251. **S. E. Shirley House** ca. 1927 C
103 East Fourth Street
Attractive one-and-a-half-story frame Craftsman Bungalow features German

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siding on lower story and wood shingles in gables and on central gable-front dormer; engaged porch carried by paired Tuscan columns raised on wooden pedestals connected by a balustrade of slats; six-over-one sash windows; Shirley (d. after 1950) worked with the Shaw Cotton Mill and wife, Maude (Harris) Shirley, operated a kindergarden here for several years after his death.

252. **Kee House** ca. 1927 C
105-107 East Fourth Street

Pleasant one-and-a-half-story brick Craftsman Bungalow with large gable-front dormer containing quartet of three-over-one sash windows; semi-engaged porch has brick pillars at corners with brick balustrade wall; little is known about Mr. Kee, except both he and wife died before 1950; now a duplex.

253. **Larkin-Hart House** ca. 1871 C
111 East Fourth Street

Two-story gable-front frame dwelling features a double-tier porch engaged beneath the front gable, distinguished by an unusual (and probably, later) extension of the lower porch approximately three feet in front of the upper porch; this main porch is echoed by a similar double-tier porch (each level of equal depth) that is engaged beneath the gable roof of a two-story wing on the southeast (right); the porches are supported by chamfered posts at all levels; expanded front lower porch further enlivened by shallow ogee arches extending between posts; six-over-six sash windows and several one-story ells complete the house; aluminum siding; Lawrence F. Larkin, a native of Ireland, bought this lot in 1871 and was active in local government, serving as postmaster from 1867 to 1875, mayor in 1872, and Halifax County sheriff in 1877-1878; in 1881 the house was sold to Millard F. Hart, a store clerk who later operated a general store before becoming a traveling shoe salesman; his widow, Lula, remained here until 1942, after which the house was occupied by the family of their daughter, Allen (Hart) Draper, who had previously lived at 705 Washington Avenue (#123); the property remained in family ownership until 1959 when it was sold to the current owners.

253-a **Garage** by 1923 C

One-story gable-front frame building covered with standing seam roof; 1923 Sanborn map shows building as a "Dwelling," a use suggested by the remaining central brick chimney; converted to garage by addition of shed roof shelter on northeast (front) facing Maple Street, and expanded on southwest (left) by shed-roofed addition running depth of building.

254. **Dr. Chancey Foster House #2** ca. 1940 C
201 East Fourth Street

Imposing large two-story Colonial Revival style residence erected in yellow

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brick and surmounted by a hip roof with interior end brick chimneys; formal three-bay facade has six-over-six sash windows, those on first story visually lengthened by paneled aprons below; central stone entrance surround composed of pilasters supporting a stylish segmentally-arched entablature; enclosed one-story sunporch extends from northwest (left) side while similar garage extends from southeast (right); Dr. Foster was a druggist, owner of the Weldon Drug Company (#122) on Washington Avenue; he and wife resided here until at least 1960s, having previously built the adjacent house (#255) ca. 1925.

254-a **Fence** ca. 1940 C-obj
Simply detailed wrought iron fence extends across front and down the sides of the front yard with repetition of vertical round palings; no indication of manufacturer on front pedestrian or side (northwest) automobile gates.

254-b **Garage** ca. 1940 C
Two-story gable-front frame building situated at northern corner of lot with access from Maple Street; pair of frame double doors on first story; numerous small six-over-six sash windows provide light and ventilation for both stories.

255. **Dr. Chancey Foster House #1** ca. 1925 C
205 East Fourth Street
One-story cross-gable frame Craftsman Bungalow with dominant gable-front porch supported by a trio of simple pillars raised on a brick pedestal at each corner; porch enclosed by heavy square-in-section balustrade; stylish Craftsman front window has four-over-one sash flanking central six-over-one sash; picturesque half-shoulder brick exterior chimney on northwest (left); vinyl-siding in a German-siding motif presumably follows pattern of original wood siding; Dr. Foster was druggist, owner of the Weldon Drug Company (#122) on Washington Avenue; he and wife resided here until ca. 1940, when they built the adjacent house (#254); several owners since.

255-a **Garage** ca. 1925 C
One-car hip roof frame garage retains original folding double doors.

256. **Michael Rabil House** 1932 C
207 East Fourth Street
Charming one-and-a-half story brick Tudor Revival cottage focuses on repetition of arched motifs in fanlight over entrance, shallow recessed niche on large front chimney, and broad segmental spandrels to corner pillar of porch engaged at southeast (right); diminutive gable dormer echoes front and side gables of roof; considerably enlarged in 1960s by addition of second story to expanded rear ell; Rabil (1897-1981), a native of Hamanna, Lebanon, operated Rabil's Department Store on Washington Avenue (#112) with brother and neighbor, Ameal Rabil (#257); contractor, a Mr.

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Butts of Roanoke Rapids, patterned this house after one the Rabils admired in Roanoke Rapids; widow, Rosyln (Rabil) Rabil, whose parents were from Hamanna, Lebanon though she was born in Goldsboro, continues to occupy house.

257. **Ameal Rabil House** 1925 C
209 East Fourth Street

Pleasantly-finished gable-front frame Craftsman Bungalow features fluted Doric pillars supporting broad and deep hip roof porch; long side elevations broken by central gables; beaded weatherboard; replacement exterior end brick chimney on southeast (right); one-over-one sash windows; Ameal Rabil (ca. 1891-1975) was partner of neighbor and brother Michael Rabil (#256) in Rabil's Department Store downtown (#112); his wife, Madeline (Rabil) Rabil (d. 1980), was older sister of brother Michael's wife; they resided here until their respective deaths.

SOUTHWEST SIDE EAST FOURTH STREET

258. **D. C. Johnson House** 1946 C
4 East Fourth Street

Pleasant 1.5-story brick Colonial Revival style dwelling beneath gable roof with pair of frame gable dormers on front; northwest gable end anchored by exterior end chimney with double half-shoulders; screened porch supported by massive brick pillars; modest finish includes six-over-six sash windows; contractor was Frank M. Rightmyer; Johnson was a rent collector; his widow, Mary (Parker) Johnson, resided in house until her death in 1992; remains in family ownership.

258-a **Garage** 1950s NC-age
Large two-car gable front garage with cement block walls.

259. **Utley House** late 1950s NC-age
104 East Fourth Street

One-and-a-half-story brick Colonial Revival house enlivened by Tudor Revival elements such as projecting gable-front bay and prominent front brick chimney; two-bay front porch has simple classical pillars connected by gentle spandrel arches; house said to have been erected for a Mr. and Mrs. Utley by a Mrs. Edwards, who was of some relationship; owned for many years by L. B. and Martha N. Wilson.

259-a **Garage** late 1950s NC-age
One-story gable-front frame building with double-leaf wooden doors.

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260. **A. M. Inge House** ca. 1908 C
106 East Fourth Street

Large rectangular two-story double-pile frame dwelling reflects restrained interpretation of currently fashionable Colonial Revival style; hipped roof is pierced by interior chimneys and focuses on central false gable enclosing modified Palladian window; symmetrical three-bay facade is sheltered by full-width porch carried by Tuscan columns, with the central bay projecting forward; turned balusters enclose the railing; trabeated entrance and large windows with transoms further accentuate the porch; Inge was a native Virginian, coming to Halifax County in 1870s and first operating a dry goods store in the old community of Gaston, opening a similar store in Weldon ca. 1880; he was engaged in farming and was operator of a saw mill; built house at 310 Elm Street (#213) in 1881 but sold it the next year; his widow, M. D. Inge, operated a boarding house here during the 1910s and 1920s.

261. **Capell-Owen House** 1878 C
108 East Fourth Street

Large two-story asymmetrical L-plan frame dwelling is Weldon's only example of the Second Empire style; definitive mansard roof has lower slope covered by imbricated wood shingles of square, rounded, and diamond shapes while upper slope (not visible from street) is covered with standing seam metal; on facade (northeast) and side elevations the roof's cornice is broken by wall dormers containing a pair of attenuated one-over-one sash windows sheltered by a deep molded hood supported by elongated brackets; surmounting each hood is a diminutive gabled attice vent with pointed-arch louvers; additional brackets are utilized to accentuate the continuous broad frieze (broken only at the dormers), the hood ornaments over the paired first story windows, and a semi-hexadonal bay window on the frontward-projecting wing; extensive wrap-around porch carried across the front and southeast (Maple Street) elevations by bracketed Tuscan columns and balustrade of turned members; focuses on octagonal corner pavilion, whose octagonal roof is crowned by bulbous metal finial; though not original, the porch was added before 1909; entrance embellished with leaded glass side and transom lights; William and Sarah D. Capel acquired this large corner lot in 1877, and The Roanoke News on May 4, 1878 reported that "Upon the hill W. H. Capel [sic] has commenced the erection of a very fine residence, and with afterthought he is providing it with large bay windows for the future convenience of Miss Capel, now only a week old;" in the 1880 census Capell, a Virginian by birth, was listed as a revenue officer (perhaps for one of the railroads); later served several terms as a town commissioner during mid-1890s and as local postmaster in 1897-1898; house purchased in 1906 by Charles Jackson Owen (1867-1947), also a native Virginian, who had come to Weldon in 1900 as an engineer for the Atlantic Coast Line Railroad; his widow, Rosa (Lawson) Owen, resided here until 1960 when the house was sold to David and Doris Lyles.

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- 261-a **Wall** 1910s C-obj
Low, ten-inch tall wall of cut granite with rock-face top used to define front yard; strengthened at corners with granite posts twelve inches tall and nine inches square; most likely removed from former Roanoke Canal basin where these granite blocks were used to pave the interior of the ca. 1819-1822 holding basin.
- 261-b **Fence** 1980s NC-obj/age
Tall palisade-type wooden fence encloses rear yard for privacy; fence line is about twelve feet from curb of Maple Street.
262. **Ida Haywood Vick Rental House** early 1960s NC-age
200 East Fourth Street
Simple one-story brick ranch beneath typical shallow gable roof; four-bay porch carried by modest wooden columns; built by contractor Dale Haverstock of Roanoke Rapids as rental property for neighbor Ida (Haywood) Vick (#264); site of two-story frame Queen Anne style residence of merchant C. L. Clark, who built adjoining two rental houses (#s 263 and 264) before moving to Colorado Springs, Colorado; his residence acquired by Methodist Church as parsonage and later demolished.
263. **Clark-Austin-Foster House** by 1909 C
204 East Fourth Street
Asymmetrical two-story side-hall-plan frame Queen Anne style dwelling beneath cross-gable roof; wood shingles and pointed-arch louvers accent each pedimented gable; three-bay front porch embellished with turned posts, balusters, and spindlework frieze; front porch windows has Queen Anne upper sash with small colored squares; asbestos shingles; built as rental property, as was neighbor to the southeast (#264) for C. L. Clark, local merchant, who occupied a house (since demolished) that stood on lot to the northwest (#262); Clark sold all three houses in 1910 after moving to Colorado Springs, Colorado; acquired by Nannie M. Austin, who later moved to Norfolk and sold house to Caney and Inez (Underwood) Foster, he being associated with Weldon Motors and a stockholder in Perfection Mills; they retained ownership until 1945.
264. **Clark-Hudson-Hayward House** by 1909 C
208 East Fourth Street
Asymmetrical two-story side-hall-plan frame Queen Anne style house focuses on large wood-shingled gables on front and side elevations, with the former being pedimented and surmounting a two-story bay window and the latter enframed by cornice returns; original small porch was slightly enlarged during 1960s when small one-story side wings added along with replacement beaded siding to update house into Colonial Revival style; as was neighbor #263, built as rental property for merchant C. L. Clark, who resided in now demolished house at #262; acquired in 1910 by Henrietta Louise "Etta"

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(Stainback) Hudson (1844-1928), widow of farmer William Henry Hudson (1839-1904) and sister of merchants Ashley (#268), Peter (#193), and David Stainback; she later was an executive housekeeper at nearby Littleton College; later owned by daughter Janie (Hudson) Haywood (1883-1968), wife of printer Ernest L. Hayward (1871-1936); in 1950s their widowed daughters, Ida H. Vick (1903-1896) and Louise H. Savage (1905-1986), moved into house with mother; Ida wrote weekly column "Fragile Bits and Pieces" from late 1960s until 1986 for The Roanoke News that was based on research in old copies of the same newspaper, which her father had printed; remains in family ownership.

265. **William Walter Wiggins House** ca. 1895 C
212 East Fourth Street

Two-story T-plan frame house covered by roof of intersecting gables with ends framed by cornice returns; wrap-around porch of Victorian turned posts and turned posts, two-over-two sash windows with Queen Anne transom on front porch; entrance given Colonial Revival embellishments in 1960s-1970s; Wiggins (1859-1930) was manager of Roanoke Navigation and Water Power Co. for many years, was co-founder of House Manufacturing Co. (1905) and Sterling Construction Co. (1913), served on town and school boards for many years, and was mayor for more than twenty years; he and wife, Carrie (Brown) Wiggins (1873-1942), resided here until their deaths.

265-a **Outbuilding** 1915-1923 C
One-story frame storage building with two-bay facade and end-gable roof.

265-b **Fence** 1960s NC-obj
Attractive board fence with angled tops placed in alternating pattern so that each pair makes a traditional peak.

NORTHEAST SIDE WEST FIFTH STREET

266. **House** ca. 1950 NC-age
6 West Fifth Street

Small one-and-a-half-story four-bay brick Colonial Revival cottage with gable roof pierced by three gable-front dormers; porch shelters three bays, carried by slender posts with turned balusters; metal carport attached on southeast (right).

NORTHEAST SIDE EAST FIFTH STREET

267. **Herbert M. Browder House** 1930 NC-alt
105 East Fifth Street

One-story gable-front former frame Craftsman Bungalow was brick veneered and given now porch posts in 1970s during effort to reflect Colonial

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Revival; three-over-one sash windows survive; one-room wing added onto northwest (left); attached carport at rear; Browder (1903-1984) and wife, Ethel (Harris) Browder (1902-1977), were both natives of Brunswick Co., Virginia, coming to Weldon in 1920s where he held position with local Ford dealership; resided here until their deaths; remains in family ownership.

SOUTHWEST SIDE WEST FIFTH STREET

268. **Ashley L. Stainback House** ca. 1879 C
11 West Fifth Street

Handsome two-story Italiante style house is only nineteenth century brick residence surviving in Weldon; 6:1 common bond; original three-bay double-pile side-hall-plan block covered by hipped roof and anchored by pair of interior end chimneys with elegantly paneled stacks on southeast; two-over-two sash windows topped by boxed hoods subtly embellished with a broad ogee arch and supported by miniature versions of the robust brackets that accent the house's continuous boxed cornice; earliest known porch was three-sided wrap-around one with projections at entrance and diagonally toward northern corner of Fifth and Elm streets; between 1915 and 1923 the house was enlarged with a two-story wings on the northwest (Elm Street) elevation, removal of the diagonal porch projection, and replacement of earlier porch supports with Colonial Revival Tuscan columns raised on brick pedestals; the southeastern portion of the wrap-around porch has been removed since 1923; A native of nearby Brunswick County, Virginia, Stainback (1850-1927) came to Weldon in the 1870s and established a successful mercantile company; his brothers Peter (house #193) and David and sister Etta (house #264) also moved to Weldon.

269. **Casper W. Gregory House** ca. 1938 C
7 West Fifth Street

Handsome two-story frame Colonial Revival house beneath gable roof; formal three-bay facade focuses on central portico with barrel-vaulted ceiling carried by Tuscan columns; modillion cornice, beaded weatherboards, and eight-over-eight and twelve-over-twelve sash windows heighten house's Williamsburg-inspired design; contractor was Frank M. Rightmyer, whose home at 203 East Sixth Street (#273) is similar; a native of Tillery, Gregory was a general merchant/grocer in partnership with brother P. W. Gregory, located first in the Emry Building (#139) on Washington Avenue and then in their new Weldon Grocery Co. Building (#231); he and wife, Mary Jessie (Rhem) Gregory, resided here until their deaths; their previous house was large frame Queen Anne one at 401 Washington Avenue, which was sold and demolished for construction of United States Post Office (#123).

269-a **Fence** ca. 1980 NC-obj
Unpainted board privacy fence extending from southeast (left) front of house; very unobtrusive because it is slightly recessed from facade.

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270. **William A. Pierce, Jr. House** 1936 C
10 West Sixth Street

Superb example of the large asymmetrical Colonial Revival style house erected in frame and masonry before World War II; designed by architect Mitchell Wooten of Kinston and built by contractor Frank M. Rightmyer (house #273) of Weldon, with brickwork done by a Swede named Lars; impressive composition of broad one-and-a-half story main block--brick on first, frame on upper--with broad shed dormers, and two-story and one-story projecting front wings; forward most wing is sunporch accented by elliptical fanlights; excellent finish details include recessed entrance surround composed of multiple vertically-reeded bands; at rear north is one-and-a-half-story two-car frame gable-front garage attached to house by covered walkway; William Alexander Pierce, Jr. (1907-1977) grew up in adjacent Neo-Classical Revival style house (demolished ca. 1960 and replaced with #s 156 and 157) built by father; his mother, Saddle (Grainger) Pierce, was from Kinston, and it was on numerous trips there to visit relatives that the younger Pierce became familiar with architect Wooten, who designed the Tudor Revival house of William J. Edwards at 613 Sycamore Street (#79) that was completed the year before Pierce's; like father, Pierce, Jr. was a farmer, owning a large family farm between Weldon and Halifax on which he raised many head of cattle; his widow, Araminta (Sawyer) Pierce, who later married Dr. Ralph B. Blowe (1906-1993) (dwelling #166), continues to occupy the house.

270-a **Planters** ca. 1936 C-obj
Pair of handsome, cast concrete, circular-in-section planters approximately eighteen inches in diameter; each has a pair of handle-like projections at the rim composed of high relief head of bearded mythological man from the top of which project recurved horns of the bighorn sheep; classical foliate motifs further embellish the pots; both pots cracked from freezing of soil and water within but still capable of holding soil for annual plantings.

NORTHEAST SIDE EAST SIXTH STREET

271. **House** ca. 1940 C
9 East Sixth Street

One-story frame Colonial Revival cottage beneath gable roof; wings of diminished height on each end, each having small cantilevered bay window on front; simple hood above central entrance supported by triangular brackets; porch on northeast (right) facing Sycamore Street; vinyl siding; long ell at rear south corner.

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272. **Overton-Tarbox House** 1967-1972 NC-age
105 East Sixth Street
Long, one-story brick ranch beneath low hipped roof; shallow engaged porch and high paired windows reflect 1960s building traditions; two-car carport engaged on northwest (left) end; construction began in 1967 for a "Jigs" Overton and finished after sold in 1972 to Phyllis Tarbox and husband.
273. **Frank M. Rightmyer House** 1937 C
203 East Sixth Street
Impressive two-story double-pile Colonial Revival house has large twelve-over-eight and eight-over-eight sash windows on symmetrical three-bay facade; beaded weatherboard; uncovered central entrance features sidelights framed by Doric pilasters which support large flush-sheathed pediment embellished with modillions and dentils; large one-story wing on southeast (left); Rightmyer (1903-1984) was the leading contractor in Weldon from 1930s through 1970s, erecting numerous structures in Weldon Historic District; a native of the Littleton area, he attended school only through third grade and, according to his daughter, by age of twelve had a crew building houses for him; in addition to contracting, he was co-incorporator of Roanoke Builders Supply Co. in 1945, founded Rightmyer Machine Rentals in Roanoke Rapids, and was co-owner and developer of Lake Shores residential community on Lake Gaston; he and wife, Louise (Threewitts) Rightmyer (1904-1984) resided here until their deaths in 1984, he in January and she in December.
274. **Pearce-Kittner House** ca. 1906 C
207 East Sixth Street
Two-story two-pile frame late Queen Anne house covered by tall hip roof which extends on front (southwest) and northwest (right) side with projecting gables to shelter semi-octagonal bays windows; German siding; full-width porch has Craftsman tapered pillars raised on brick pedestals connected by square-in-section balusters; like nearly identical neighbor at 209 (#275), built as rental or speculation for W. R. Smith of Southampton County, Virginia; sold soon after completion to farmer J. B. Pearce, a native of South Carolina; his widow, Lillie Drake Pearce, retained ownerhip until 1926, when it was sold to Louis Kittner (1893-1968), a native of Chorzel, Poland who came to Weldon in 1914 to open a shoe repair store; founded Kittner's Department Store (#113) in 1930s; he and wife, Rose (Freid) Kittner (1892-1970), a native of Lithuania and niece of merchant Morris Freid (store #110, house #70) resided here until deaths.
275. **W. Y. Gay House** ca. 1906 C
209 East Sixth Street
Two-story late Queen Anne house nearly identical to neighbor at 207 (#274); retains original Victorian porch of turned posts accented with simple lateral scrolls and balustrade composed of turned members; like neighbor,

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built as rental or speculation for W. R. Smith of Southampton County, Virginia; sold soon after completion to W. Y. Gay, who was connected with the local lumber industry, and his wife, Rosa D. Gay; remained in family ownership until their daughter, Ruby (Gay) Merrill sold it in 1957.

276. **Goldman Rental House** ca. 1955 NC-age
211 East Sixth Street

Small one-story three-bay frame house beneath gable roof; design focus is central rectangular bay window containing picture window with flanking casement windows and brick wainscot wall below; asbestos shingles; one of two adjacent rental houses (see 418 Cedar, #17) erected by merchant and neighbor Louis Kittner (house #274) for sister-in-law, Bessie (Freid) Goldman and her husband Ben Goldman (house #283), the proprietors of Weldon Meat Market at 6 East Second Street (#236); in family ownership until 1995.

277. **Moore-Joyner House** by 1909 C
215 East Sixth Street after 1923

Large two-story frame dwelling with end gable roof broken on front by three-window shed dormer and on Cedar Street (northeast, right) elevation by diminished gable over two-foot deep wing; full-width shed roof porch carried by 1980s replacement posts and balustrade; two-over-two sash windows; asbestos shingles; although two-story house shown on 1909 Sanborn, a then deeply-recessed southeast (right) corner of front porch suggests significant stylistic changes after 1923; earliest known occupant is Mattie Moore family in 1920s; later owned by Esther (Allsbrook) Joyner until her death; currently vacant.

SOUTHWEST SIDE WEST SIXTH STREET

278. **John S. Turner House** ca. 1903 C
11 West Sixth Street

Large two-story frame dwelling combines asymmetrical Queen Anne form with stylish Colonial Revival finish; low hipped roof broken on front and Elm Street (northwest, right) elevations by pedimented gables enclosing Palladian-inspired attice windows/vents, the front pediment covering a semi-octagonal bay window; small pedimented dormer also on front; surprisingly small, four-bay porch carried only across front by simple square posts connected by square-in-section balusters; two-over-two sash windows, German siding, and entrance with sidelights and elliptical fanlight complete design; Turner (1868-1930), a native of Virginia, spent his early business career in Weldon as a dry goods clerk, but by 1910 he was manufacturing brick and dealing in coal, wood, and shingles, developing these businesses into J. S. Turner and Sons Lumber Company, which remained in operation until 1995; other interests included Weldon Buggy and Wagon Company (1906) and as major stockholder in Mutual Paper Box and Products Co. (1919), the latter's plant being located directly west of his house on

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the other side of the railroad's earthen embankment; he and wife, Jane Bryan (Rhem) Turner (1873-1950), resided here until their deaths; remained in family ownership until sold to present owners in 1984.

278-a **Garage** ca. 1940 C
Two-car gable-front garage without doors; German siding; exposed rafter ends.

SOUTHWEST SIDE EAST SIXTH STREET

279. **Dr. Henry Grady Lassiter House** 1928 C
102 East Sixth Street

Handsome two-story brick Colonial Revival house with symmetrical composition of a pedimented dormer aligned over each of the facade's three bays; pedimented central portico of Tuscan columns shelters entrance of sidelights and elliptical fanlight; dentiled cornices, twelve-over-twelve and eighteen-over-eighteen sash windows complete design; glass-enclosed sun porch on Sycamore Street (northwest, right) elevation; construction of this "nice brick home" announced in The Roanoke News on June 14, 1928; Lassiter (1892-1940), a native of Lasker in Northampton County and graduate of Jefferson Medical College in Philadelphia, maintained a general medical practice in Emry Building (#139) until death; wife, Willie (Musgrove) Lassiter (1897-1976), grew up in James Alexander Musgrove House (#248); the Lassiters resided here until their deaths.

280. **Rabil-Buck Rental Houses** ca. 1960 NC-age
281. 104 and 106 East Sixth Street NC-age

Two one-story brick ranch style houses erected by contractor Frank M. Rightmyer (#273) for merchant Michael Rabil (1897-1981) (store #112, house #256), and T. Allen Buck (1902-1991), owner of Weldon Machine Works; both houses placed short end to street, 104 under hip roof and 105 under gable roof; each with projecting gable-front porch, 104 with brick piers and 106 with wooden posts; Rabil and Buck also built three similar houses on contiguous lots at 600, 602, 608 Maple Street (#s 52, 53, 54).

282. **Doughton House** by 1909 C
200 East Sixth Street

One-story vernacular frame dwelling with triple-gable roof; full-width porch carried by replacement 1950s-1960s wrought iron posts; two-over-two sash windows; trabeated entrance with sidelights; earliest known occupant is a Mrs. Doughton, occupation unknown, who resided here until her death.

283. **Dickens-Kittner-Goldman House** by 1909 C
202 East Sixth Street

One-story vernacular frame dwelling with triple-gable roof; full-width porch carried by chamfered posts connected by slender square-in-section

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balusters; two-over-two sash windows; trabeated entrance with sidelights; earliest known owner was Ezra Dickens, who sold to merchant and neighbor Louis Kittner (store #113) in early 1920s, with Kittners residing here until 1926 when they moved across street (#274); then occupied by Kittner's sister-in-law, Bessie (Freid) Goldman (d. 1960s) and her husband Ben Goldman (d. 1945), until their deaths; Goldmans were proprietors of Weldon Meat Market at 6 East Second Street (#236).

- 283-a **Outbuilding** ca. 1940 C
Simple one-room shed-roofed frame building covered with rolled asphalt siding; most likely originally intended for storage.
284. **George Melvin House** 1915-1923 C
204 East Sixth Street
One-story three-bay frame Craftsman Bungalow with wood-shingled gable ends; deep eaves with exposed rafters; three-bay but not full-width shed-roofed porch carried by slender tapered pillars raised on wooden pedestals with slat balusters; Melvin was proprietor of service station at 300 Washington Avenue (#145).
- 284-a **Garage** 1950s NC-age
One-car gable-front concrete block garage with glazed overhead door; located at rear of house with access from alley.
285. **House** 1970s NC-age
206 East Sixth Street
Modest one-story brick ranch beneath gable roof; small gable-front portico carried by simple posts.
286. **House** ca. 1927 C
208 East Sixth Street
Pleasant one-story gable-front Craftsman Bungalow with asbestos shingles in gables of house and porch; eaves supported by triangular brackets; porch has slender tapered pillars raised on brick pedestals and enclosed by square-in-section balustrade; similar to bungalows #s 58 and 62 on Maple Street.
287. **House** by 1909 NC-alt
210 East Sixth Street
Two-story gable-front frame dwelling with distinctive engaged porch on northwest (front right) corner and angled corner on northeast (front left); extensive covering with asbestos shingles and closing of some windows and addition of new entrances muddles discernment of early appearance; divided into apartments since at least 1950s.

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NORTHEAST SIDE WEST SEVENTH STREET

288. **House** ca. 1940 C
8 West Seventh Street

Modest one-story gable-front frame Craftsman Bungalow with symmetrical three-bay facade having only simple bracketed gable roof above entrance; gabled porch on southeast (right) side carried by tapered pillars on brick pedestals; shares **Garage #176-a** (ca. 1930, C) with Sallie A. Ponton House (#176) to northwest (left), with 1970s chain link fence running along property line separating two automobile bays.

NORTHEAST SIDE EAST SEVENTH STREET

289. **Marion A. Inge House** ca. 1940 C
105 East Seventh Street

Attractive one-and-a-half-story three-bay frame Colonial Revival cottage with two atypically large gable dormer breaking end gable roof; central gable portico has elliptical barrel-vaulted ceiling and pairs of slender Tuscan columns; German siding; six-over-six sash windows; Inge was associated with railroad, being reared in father's house at 106 East Fourth Street (#260); he and wife, Julia (Rhem) Inge, resided here until deaths; remains in family ownership.

289-a **Garage** ca. 1940 C
One-car gable-front frame building with double-leaf wooden doors; attached storage shed on northwest (left).

290. **Harrell-Norman House** by 1909 NC-alt
109 East Seventh Street ca. 1928

One-story frame house with porch engaged under west (front left) corner of gable roof; fluted pillars connected by lattice frieze; vinyl siding replicates original German siding; replacement windows, including bay window on front; house originally stood facing Sycamore Street at corner with East Sixth Street, now site of 1928 Dr. Henry Grady Lassiter House (#279); moved here, presumably for rental purposes, by printer H. B. Harrell (#154); sold ca. 1938 to Henry T. Norman and wife, Gracie (Hodges) Norman, who operated a small neighborhood grocery at rear of property (#291-a) and resided here until their deaths.

290-a **Garage** 1950s NC-age
Gable-front concrete block garage; single car bay now enclosed for storage.

291. **James H. Reynolds House** 1947 NC-age
111 East Seventh Street

One-story gable-front frame Craftsman Bungalow with offset diminutive

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gable-front porch sheltering entrance; tapered pillars with brick pedestals; aluminum siding; neighbor and father-in-law Henry T. Norman (#290) oversaw construction for house painter Reynolds (1906-1983) and wife, Irene (Norman) Reynolds, a cotton mill worker in Roanoke Rapids; remains in family.

291-a (former) Grocery ca. 1940 NC-alt
Small frame building beneath low gable roof; wide aluminum siding; single door and small six-over-six sash window are only remaining openings; built as neighborhood grocery for Henry T. Norman and wife, Gracie (Hodges) Norman, who operated store and resided next door (#290) until their deaths.

291-b Wall ca. 1950 NC-obj
Low wall of rock-faced concrete block two courses high, interspersed with periodic piers; extends along front and part of Maple Street (right) property lines.

SOUTHWEST SIDE WEST SEVENTH STREET

292. William T. Parker House ca. 1907 C
15 West Seventh Street
Two-story frame house combines asymmetrical Queen Anne massing with fashionable Colonial Revival details; unusually-steeply-pitched hipped roof covers house, broken by wood-shingled pedimented gables enclosing round-arched attic windows that project to shelter projecting bays on front and northeast (left); wrap-around porch of Tuscan columns is enclosed on northeast (left) to protect exterior stair, above which is a shed addition; asbestos shingles; one-room ell distinguished by cornice returns of intersecting gables; Parker (1868-1933) was proprietor of a grocery by 1896 and later was an incorporator of Weldon Ice and Fuel Co. (1913), Weldon Machines and Foundry (1919), and W. T. Parker Co. (1929), dealers in "standing lumber trees," logs, lumber, and their products; resided here with second wife, Mattie (Foreman) Parker (1877-1934), until their deaths.

293. Mellichampe-Chittenden House ca. 1899 C
7 West Seventh Street 1915-1923
Large two-story asymmetrical T-plan frame Craftsman/Colonial Revival dwelling with low hipped roof; deep boxed eaves; wrap-around porch of Tuscan pillars raised on brick pedestals; two-over-one-sash windows; multi-paned Craftsman transom and sidelights; asbestos shingles; original house as shown by 1909 Sanborn was one-story T-plan with front rectangular bay window and separate porches along facade and Elm Street (northwest, right); built for Edward H. Mellichampe, a hotel bookkeeper and wife, Eva; two other owners before acquired in 1919 by C. R. Chittenden, occupation unknown, and wife, Willie F. Chittenden; remained in family ownership until 1964.

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293-a **Shed** 1915-1923 C
Small one-room gable-front frame shed with entrance and attic louver;
German siding.

SOUTHWEST SIDE EAST SEVENTH STREET

294. **Vacant Lot**
10 East Seventh Street

295. **Cochrane-Dawson House** 1881-1882 C
14 East Seventh Street

Attractive one-story double-pile center-hall-plan house follows a traditional form sheltered beneath a low hipped roof and popular during last quarter of nineteenth century (see Clark-Hartsoe House, #243); three-bay facade has simple nearly-full-width hipped-roof porch carried by classical pillars; entrance framed by classical pilasters and containing Craftsman sidelights; simple boxed eaves, six-over-six sash windows, and short rear ell complete exterior; this was the house which the The Roanoke News mentioned on November 17, 1881 that Mrs. R. H. (Mary) Cochrane was having built, announcing on May 4, 1882 that the completed dwelling "presents a very neat appearance;" however, little is known of Mrs. Cochrane, presumably a widow; owned during early twentieth century by Robert Ransom and Henry D. Allen (#129), and probably used for rental purposes; sold in 1923 to Mrs. S. E. Dawson, occupation unknown, who owned it until 1948; it was then divided into two rental units.

296. **Freid Rental House** ca. 1951 NC-age
108 East Seventh Street

One-story frame gable-front house with partially-recessed porch with gable-front porch with wrought iron posts, small six-over-six sash windows, and original asbestos shingles; identical to 702 Maple Street (#56), one of three adjacent rental houses (#s 55, 56, 57) erected for merchant Harry Freid (store #110, house #70) by Roanoke Rapids contractor Ed Green; remains in Freid's ownership as rental.

NORTHEAST SIDE WOODLAWN AVENUE

297. **Johnston-Selden House** 1928 C
303 Woodlawn Avenue

Pleasant one-story gable-front frame Craftsman Bungalow; roofline accented by use of asphalt shingles in front gable and exposed king truss; handsome Craftsman porch of tapered pillars on brick pedestals; Craftsman three-over-one sash windows; one of three adjacent houses (#s 297, 298, 299) erected as rental property for Mrs. Bessie G. Johnston, construction being announced by The Roanoke News on February 16, 1928; sold in early 1940s to William Weaver Selden, an assistant to his brother, Joseph, at the Selden

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Drug Co., and his wife, Ann (Joyner) Selden, who continues to occupy dwelling.

298. **Johnston-Cochrane House** 1928 C
305 Woodlawn Avenue

One-story gable-front frame Craftsman Bungalow with semi-engaged gable-front porch; expanded on sides by shallow wings sheltered beneath gable roofs; Craftsman three-over-one sash windows; like neighbors #s 297 and 299, this was erected as rental property by Mrs. Bessie G. Johnston, construction being announced by The Roanoke News on February 16, 1928; rented to the Lawrence McCurdys before selling in 1941 to Haywood D. Cochrane (1912-1976), a Weldon native; after his death, widow, Alice Frances (Parks) Cochrane, remained here until 1985.

299. **Johnston-Thomas House** 1928 C
307 Woodlawn Avenue

One-story frame Craftsman Bungalow sheltered beneath gable-front roof with clipped gable; pleasant Craftsman porch that extends to porte cochere; Craftsman three-over-one sash windows; like neighbors #s 297 and 298, this was erected as rental property by Mrs. Bessie G. Johnston, construction being announced by The Roanoke News on February 16, 1928 and sold several years after to Weldon school superintendent Cyrus Berkley Thomas (d. 1961) and wife, Geraldine P. Thomas; she remained here several years after his death before moving to Chadbourn.

299-a **Garage** ca. 1928 C

One-car gable-front frame structure with weatherboards; simple Craftsman elements.

300. **Ferdinand Clark House** ca. 1941 C
311 Woodlawn Avenue

Modest but pleasant one-story gable-front frame Craftsman Bungalow with brick porch piers and later awning; aluminum siding; rear addition; first known occupant was Ferdinand Clark, a salesman at the Pierce-Whitehead Hardware Co. (#142), and his wife, Davis (Dickens) Clark, the county nurse; they resided here until their deaths, both in 1970s.

301. **Billy Lewis House** ca. 1930 C
313 Woodlawn Avenue

One-and-a-half-story Craftsman Bungalow contained by end-gable roof expanded by large gable front central dormer; porch supported by tapered pillars on brick pedestals; eaves accented with triangular brackets; aluminum siding; apparently built for family of Billy Lewis, an employee of the local Coca-Cola Bottling Co. (#84); numerous later occupants/owners included Herbert Griffin; a Mr. Ward, Weldon police chief who built house at 414 Woodlawn Avenue in late 1940s; and Herman Smith, manager of local

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Pender grocery store (#115).

302. **Ed Hammell House** ca. 1940 C
315 Woodlawn Avenue

One-story gable-front frame Craftsman Bungalow; porch supported by tapered pillars on brick pedestals; four-over-one Craftsman windows; aluminum siding; first known owner was Ed Hammell (d. 1960s), an employee of VEPCO, and wife, Louise; in 1950s they built house at 402 Woodlawn Avenue and resided there until their deaths; then occupied by family of Norfleet Clark (d. ca. 1985), remaining in family as rental property.

302-a **Garage** ca. 1940 C

Simple one-car gable-front frame building with storage shed on north (left); access from Sunset Drive.

NORTHEAST SIDE EAST EIGHTH STREET303. **Vacant Lot**
5 East Eighth Street304. **Temple Emanu-el** 1954 NC-age
11 East Eighth Street

One-story brick building covered by end gable broken in front center by shallow projecting gable-front bay which in turn has a projecting gable front porch; frame gables; tablet on front with Menorah inscribed "TEMPLE EMANU-EL, Organized 5672--1912, Erected 5714--1954"; architect Charles Leavitt of Virginia Beach, Va.; contractor Frank M. Rightmyer (#273); history of local Jewish community is closely related to arrival in 1892 of Lithuania native Henry Farber (ca. 1871-1948), who came from Baltimore and in 1896 began long mercantile career (store #111, house #207); as his business prospered, he brought relatives to North Carolina and set them up in business either in Weldon or nearby, including brother-in-law Morris Freid (store #110, house #70), and nephews William B. Josephson (house #249) and Mike Josephson (house #197); other relatives located in Littleton and Warrenton; when first organized in 1912, Jewish congregation met in Farber's house before relocating in 1928 to the second story of a commercial building (erected 1881 for William H. Smith and burned in 1960s) owned by Farber at 133 Washington Avenue, relocating to present building in 1943; prior to organization of local temple, Weldon's Jewish citizens traveled to Richmond or Petersburg, Va.; existence of a synagogue is a remarkable achievement in a small town like Weldon in overwhelmingly Protestant eastern North Carolina; like when founded, it is only synagogue between Petersburg and Rocky Mount, N.C., drawing members in a forty-mile radius from Roanoke Rapids, Scotland Neck, Warrenton, Windsor--all North Carolina--and Emporia, Virginia.

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SOUTHWEST SIDE EAST EIGHTH STREET

305. **House** late 1950s NC-age
4 East Eighth Street

One-story brick dwelling beneath gable roof with false front gable and small pedimented porch; modest Colonial Revival elements; exterior end brick chimney on northwest (right).

306. **Dickens-Hux House** late 1950s NC-age
6 East Eighth Street

One-story gable-roofed brick ranch with projecting gable-front addition added in 1970s, now vinyl-sided; erected for Ira and Estelle Dickens and sold to O. J. and Juanita (Norman) Hux in 1964; still in family ownership.

307. **Houses** ca. 1927 C
308. 8, 10 East Eighth Street C

Pair of nearly identical one-story gable-front frame Craftsman Bungalows accented with asbestos shingles in gables; triangular eave brackets on front and rear, with exposed rafter ends on sides; gable-front porch carried by tapered pillars on brick pedestals; Craftsman three-over-one sash windows.

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Halifax County, North Carolina**Statement of Significance**Summary

The resources of the Weldon Historic District reflect the development of Weldon as a regionally-important nineteenth and early-twentieth century transportation center in Halifax County, North Carolina along the Roanoke River. Initial development at "Weldon's Orchard" was connected with the construction of the Roanoke Canal (NR 1976) between 1816 and 1834, an artificial waterway made necessary by the river's nearby "great falls," the culmination of an eighty-five-foot drop along nine miles. Just as the canal was meeting its first financial successes during the 1830s, Weldon's Orchard--the town was not incorporated until 1843--became the termination points of the first railroads in the state: the Petersburg Railroad in 1833; the Portsmouth and Roanoke Railroad in 1837, each starting in their respective Virginia cities; the Wilmington and Raleigh Railroad (renamed Wilmington and Weldon in 1854) in 1840; and the Raleigh and Gaston Railroad also in 1840. The Weldon of today is a direct product of the challenges and advancements of these railroads, and the community has deep commercial and personal ties as a "railroad town." The late nineteenth and early twentieth centuries saw the consolidation and modernization of the railroads, the development of automobile transportation, and a continual expansion of the town's commercial offerings. It is during this latter period that the vast majority of the district's resources were constructed, transforming the old canal and railroad community into a town of modern, stylistically up-to-date buildings. Of particular note was the start in the 1890s of a Jewish merchant community that by 1912 had become large enough to establish a synagogue, a remarkable achievement in a small town of less than 2,000 residents in overwhelmingly Protestant eastern North Carolina. The historic district contains the transportation, commercial, residential, and religious resources associated with the oldest section of town and is being nominated under the Community Planning and Development, Transportation, Commerce, and Architecture contexts. Residential properties account for more than seventy-five percent of the district's resources and acreage. While there are only two antebellum resources, subsequent redevelopment and expansion saw the construction of important examples of the Gothic Revival, Italianate, Second Empire, Romanesque, Queen Anne, Neo-Classical Revival, Colonial Revival, Craftsman, Art Deco, and Tudor Revival styles in brick and frame, with commercial structures being exclusively of brick and dwellings being predominately frame until the 1910s. Buildings such as the 1872-1889 Grace Episcopal Church (NR 1991), the 1878 Capell-Owen House, the ca. 1895 (former) Bank of Weldon Building, the 1901-1902 Smith-Dickens House, 1911 Union Station, the 1922-1923 David R. Anderson House, and the 1934 DeLeon F. Green House are indicative of the district's eligibility under the Architecture context. The district retains a high level of architectural integrity, with 205 of the 273 primary resources (seventy-five percent) and 267 of the 362 total

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resources (seventy-four percent) being contributing. The district's period of significance, ca. 1830 to 1946, starts with the construction date of the Stone Building (#220), the oldest building in town, and includes the largest concentration of resources at least fifty years old.

Historical Background and Community Planning and Development, Transportation, and Commerce contexts

Settlement, canal and railroad construction, and growth before 1841

The Weldon vicinity was first settled during the early 1700s by Englishmen coming southwestwardly from Virginia and westwardly from the growing North Carolina colony centered in the Albemarle region. They were attracted to the area by the rich alluvial bottomlands of the Roanoke River, an extensive waterway that arises in the mountains of western Virginia and flows eastward until it joins with the Chowan River to form Albemarle Sound. This river, known to local Indians as "Moratuc" or "River of Death," served as the region's primary transportation route until the mid nineteenth century. The Roanoke is one of the major rivers in eastern North Carolina and southern and western Virginia, and is also known as the "Staunton" River in the latter. Tributaries such as the Dan and Hycó rivers expand its watershed into the northern North Carolina piedmont counties of Person, Yadkin, Rockingham, Stokes, Forsyth, Guilford, and Surry. The character of the river changes dramatically in the Weldon area, dropping eighty-five feet in elevation in the nine miles upstream from Weldon through river beds of solid rock, primarily granite. The existence of these falls and rapids occurred where the rolling hills of the piedmont tumble to the flat lands of the coastal plain. The Roanoke River was vitally important to the natives who occupied the region for hundreds of years before the arrival of the first whites, enabling support of a dense Indian population; however, no Indian villages are known to have been situated in the immediate Weldon area (Braswell 1987, 1-2).

Halifax County, in which Weldon is located, was formed in 1758 from Edgecombe County. Northampton County, which lies directly across the Roanoke River from Weldon, was formed in 1741 from Bertie County. In 1752 much of the area which later became the town of Weldon was purchased by Daniel Weldon, a native of Henrico County, Virginia (northern metropolitan Richmond) who settled in Granville County, North Carolina in 1745; much of the present town which bears his name stands on this 1273-acre tract. Weldon, who was one of two North Carolina commissioners who extended the colony's border with Virginia to the Blue Ridge Mountains in 1749, was apparently living on this property in 1756 when he bought six lots in the new town of Halifax, which he had helped lay off two years earlier. Upon his death after 1760, this tract was inherited by his son, Major William Weldon (d. 1785), who built a house and planted an orchard about "half a

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mile west of the Gutt." This plantation became known as "Weldon's Orchard," one of several names given to the early settlement that grew up around it. Other names included "Weldon's Place" and "Weldon's Landing," the latter referring to its location on the Roanoke River (Vick, January 13, 1972; August 7, 1975; June 3, 1976; Hill 1935, 1-3).

Interest in improving the navigability of the Roanoke River had surfaced as early as 1783 when the Virginia General Assembly passed legislation intended to prohibit obstructions in the river. The next year the North Carolina General Assembly approved a similar measure that also appointed trustees to plan and build a road or canal around the falls of the Roanoke as needed. Neither endeavor saw much success, and during the late 1780s both legislatures were wrangling with the issue of building a canal through the Great Dismal Swamp which would connect North Carolina's Albemarle Sound, of which waters from the Roanoke River were a major component, and the Virginia port cities of Norfolk and Chesapeake. After overcoming North Carolina objections to sending its products to Virginia ports, in 1790 the North Carolina legislature chartered the Dismal Swamp Canal, an action their Virginia counterparts had done three years earlier. Although much of the canal-building energies of both states were focused on the Dismal Swamp Canal until its opening in 1805, the 1790s saw a return to efforts to improve navigation on the Roanoke River (Braswell 1987, 5-7; Glass 1976, 8, 8-1; Butchko 1989, 133-134).

The willingness expressed by the Virginia legislature in 1792 to assist in improving the "great falls" near Halifax was met with inactivity by their North Carolina counterparts. In 1805 the Virginia legislature chartered the Roanoke Company, empowering it to cut a navigational canal from the Roanoke River to the Meherrin River in Virginia, and from Bennett's Creek in (Gates County) North Carolina to the Nansemond River in Virginia, utilizing North Carolina's Chowan River for the central portion. This route, almost wholly within the state of Virginia, would have siphoned all of the trade of the upper Roanoke River through what is now Emporia, Virginia, with the only North Carolina beneficiary being the town of Murfreesboro. Such an enterprise would have proved even more damaging for North Carolina interests than the Roanoke River-Dismal Swamp Canal route to Norfolk markets (Braswell 1987, 7-8). And still, it was seven years before the North Carolina General Assembly acted to improve navigation around the falls, chartering the Roanoke Navigation Company in 1812. Subscription books for stockholders were to open for six months in 1813 in Raleigh and ten towns within the watershed, including Edenton, Plymouth, Windsor, Halifax, and Warrenton. Though the original subscribers pledged an investment of \$49,000, and a charter revision in 1815 permitted the state to acquire \$25,000 of stock, this was hardly sufficient to undertake a project such as cutting a canal through granite bedrock. Now it was Virginia's turn to balk over financial details, and there was talk in Virginia during 1812-1813 of building yet another canal connecting the Roanoke and the Appomattox rivers that would have taken the rivers' trade

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to Petersburg, depriving both the Roanoke and Dismal Swamp Canal companies of future profits. In the meantime, transportation difficulties encountered during the War of 1812 underscored the necessity of interstate action, and in 1816-1817, amid a new spirit of interstate cooperation arising from the war, the two states were cooperating as much as two rivals for the same trade could. The Roanoke Navigation Company was chartered by the Virginia legislature in 1816 and placed under the direction of the earlier North Carolina company. Finally, after nearly a third of a century of discussions, a united company had been formed with sufficient funds and initiative to begin improving navigation on the Roanoke River (Braswell 1987, 7-15; Rice 1954, 57-60; Glass 1976, 8, 8-1).

After several studies and failed attempts at organization, a Board of Internal Improvement was established by the state of North Carolina in 1819. In that same year, Hamilton Fulton, an English engineer who had extensive experience with canal-building in Europe and Great Britain, was hired to supervise North Carolina's internal improvements, including the canal at the great falls of the Roanoke River. Even before Fulton's involvement, the Roanoke Navigation Company was busy making surveys and condemning land around Eaton's Falls, located somewhere in Halifax County. By 1818, "considerable funds" had been spent on the project that included the purchase of slaves, the construction of "cheap houses for the hands," and the building of a temporary road from the landing to the foot of the falls. By October 1819, 978 yards had been dug and 9,724 feet of stone split and prepared for laying as paving stones. Despite disagreements over design, finances, and control, by 1823 the main canal and its three locks, long and high embankments, culverts, basin, and aqueduct were completed following the design and supervision of the highly competent Hamilton Fulton, who remained state engineer until January 1826. The canal was already in use transporting hogsheads of tobacco downriver and finished products upriver. Between 1824 and 1828, the other components of the Roanoke navigation system were completed, including two short canals, one each around Eaton's Falls and at the falls in Danville, Virginia (Braswell 1987, 16-25; Rice 1954, 57-58; Glass 1976, 8-1, 8-2; Stevenson 1986, 253-254).

With the completion of the canal to circumnavigate the "great falls" in 1823, attention was given as to how best to connect the lower end of the canal to the Roanoke River. As originally built, the lower end of the canal did not connect directly with the river. Rather, bateaux--flat-bottomed vessels about sixty feet long, seven feet wide, with a draft of fifteen to eighteen inches and a freight capacity of five to eight tons--that came down the canal ended up in a basin, from where the goods were either removed and stored in nearby warehouses or transferred by cart a short distance to the river wharf and placed on larger vessels to continue the trip downriver. Again, the states of North Carolina and Virginia disagreed, with the home state seeking additional locks to connect the lower river directly to the basin and Virginia satisfied with the existing

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arrangement. Virginia finally agreed to the locks, assured that the vast majority of the trade would end up in Norfolk anyway. Construction on the six wooden locks necessary to breach the final fifty-one feet of fall over a distance of 1,800 feet began in 1828 and, after considerable design changes and disputes, completed by the fall of 1834. However, a flood that occurred within a month of completion so damaged the lower locks that the Navigation Company directors decided against rebuilding the locks, concentrating instead on improving navigation on the upper Roanoke. Without operating locks below the basin at Weldon, traffic through the canal reverted to the earlier method of transferring goods overland from bateaux in the basin to vessels at the wharf, making all the expense, time, labor, and political bickering expended in their construction for naught (Braswell 1987, 30-36, 45-48; Rice 1954, 72-73; Glass 1976, 8-2, 8-3).

Early development around the "great falls" was limited until construction of the canal began during the late 1810s. Much land speculation took place even before the precise route of the canal was finalized, with schemes laid for the river front towns of Ganesborough, Rock Landing, Hudson, and Marattock during 1817 and 1818. Only Rock Landing ever saw the construction of as many as several buildings, but he site was inundated in 1956 by the rising waters behind the Roanoke River Dam. Ownership of the property that contained the house and orchard of William Weldon descended to two of his granddaughters, and in 1819 the guardian for the two minor girls, then living in Southampton County, Virginia, received permission from the Halifax County Court of Equity to sell 100 acres of land at Weldon's Landing near the junction of the canal and the river for the girls' benefit. The next year lots were laid out and offered at auction, the first lot sold for \$140.00, being located at the northeastern corner of Second and Poplar streets, outside of the historic district (Braswell 1987, 25-27; Vick, January 13, 1972; Hill 1935, 3-6).

Not unexpectedly, early activity centered upon canal activities. Before work began in late 1828 on building the lower locks, the hands of the Roanoke Navigation Company set about erecting winter quarters, a smokehouse, a blacksmith shop and a work shop, adding to the size and activity of the loosely organized community. Additional warehouses were necessary to house goods being transferred between canal bateaux and river vessels. Commercial traffic that began as early as 1823 quickened after the canal's completion, especially after the reopening in 1829 of an enlarged and improved Dismal Swamp Canal between Elizabeth City, North Carolina and Deep Creek (now part of Chesapeake), Virginia enabled a less time-consuming passage to Norfolk. Thus, by the mid 1820s, the trade of a vast Roanoke River that extended over 370 miles into the mountains of Virginia and North Carolina was funneled into the fledgling community known interchangeably as Weldon's Place, Orchard, or Landing. As increasing amounts of flour, tobacco, manufactured goods and other commercial items passed through the Roanoke Canal for transfer to eastern markets, commercial and storage facilities were erected by enterprising businessmen.

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Unfortunately, little is known of their extent and no buildings of this period survive in Weldon (Braswell 1987, 30, 34-36; Butchko 1989, 137).

The canal's construction coincided with the first widespread use of steamboats on the rivers and sounds of northeastern North Carolina. As early as 1821 steamboats such as the Plymouth and the Halifax Trader were transporting tobacco, naval stores, and staves between the falls and Elizabeth City. The use of steamboats on the Roanoke River increased greatly during the late 1820s when the Norfolk-based Virginia and North Carolina Transportation Company acquired and sent the Petersburg to Weldon with the hope that "the produce of the upper Roanoke, collected and collecting at Weldon, will be pouring in on us" (Herald, March 16, 1829). In 1829 the Halifax newspaper Minerva reported that the twenty bateaux in service on the Roanoke River above Weldon were insufficient to meet the needs of farmers, declaring that almost one hundred were necessary. During the prosperous early years passages through the canal numbered as much as one hundred per month. Tolls on the canal increased steadily during the next ten years, from \$1,825 in 1830, to \$7,500 in 1835, and \$8,845.66 in 1838. Tolls peaked at \$12,190.22 in 1840 (Braswell 1987, 37-50; Brown 1967, 53-57; Minerva, May 28, 1829; Parramore 1994, 159; Glass 1976, 8-2).

Ironically, it was during the canal's first years of financial success in the 1830s that a new transportation mode came to Weldon's Place that would completely transform the community and render the canal of secondary commercial importance. In early 1830 the Commonwealth of Virginia chartered the Petersburg Railroad Company to run a line to connect the Appomattox River at Petersburg to the Roanoke River near Weldon, and, casting aside decades of North Carolina objections to its products going to Virginia markets, the North Carolina legislature assented to the charter the same year. Construction was rapid, and before the end of 1832 the road reached into North Carolina, and by the end of August 1833 had reached its terminus at Blakely, a small town in Northampton County directly across the river from Weldon. Blakely was incorporated in 1832-1833 and quickly declined as Weldon flourished in the 1840s. The Petersburg Railroad soon captured the bulk of the trade--especially flour and tobacco--that previously had gone to Norfolk via the Roanoke and Dismal Swamp canals. In order to maintain its commercial supremacy, Norfolk interests obtained a charter in 1832 for the Portsmouth and Roanoke Railroad to connect Portsmouth, which lies across the Elizabeth River from Norfolk, to the Northampton County side of the Roanoke River just downriver from what is now Weldon. This railroad was completed in 1836 and by June of 1837 the Portsmouth and Roanoke had succeeded in building the first bridge across the Roanoke River into what is now Weldon, gaining a significant advantage over its Petersburg rival. At first, the Roanoke Navigation Company maintained that the railroads should be "viewed as auxiliaries and not as rivals to our improvement," but before long it became evident that the river and canal were becoming feeder routes for shipment of products to Petersburg or Norfolk by rail. In fact, in 1835-1836 the Petersburg Rail

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Road Company purchased two steamboats for the purpose of bringing goods from the Roanoke River below Weldon to its railroad connection, and in 1836 the Portsmouth and Roanoke began a steamboat service connecting Edenton, Plymouth, and James Town (now Jamesville) to the railroad's Blackwater River crossing at Franklin, Virginia; such steamboat connections continued at least into the 1850s. While freight coming downriver from the upper Roanoke River still found it necessary to traverse the Roanoke Canal to reach the railroads, the original purpose of the river and canal as the region's primary transportation vehicle was in rapid and irreversible decline (Rice 1954, 70-73; Braswell 1987, 48, 58; Glass 1976, 8-3; Prince 1969, 4-6; Parramore 1994, 160-164; Powell 1968, 53, 187; The North Carolina Patriot, September 9, 1852).

The year 1840 saw the completion of two entirely-North Carolina railroads, the Wilmington and Raleigh Railroad and the Raleigh and Gaston Railroad, to or near Weldon, making the still-unincorporated community a regional railroad hub. Chartered in 1834, the Wilmington and Raleigh Railroad Company was one of several railroads proposed during the early 1830s within the state as a means of directing North Carolina products to North Carolina ports. It was originally intended to extend from Wilmington, the state's chief port and largest city, to the capital city of Raleigh, but, when Raleigh interests failed to subscribe the sufficient stock, the company decided to build instead to Weldon where direct connection could be made with the Portsmouth and Roanoke Railroad; the name of the railroad was not changed to the Wilmington and Weldon Railroad until 1854. Aroused by their previous inactivity, Raleigh businessmen obtained a charter in 1835 to build a railroad from their city to Gaston, a small, now non-existent trading community on the Roanoke River several miles upriver from the Roanoke Canal. Here, the Raleigh and Gaston Railroad built a 1,040-foot-long bridge across the Roanoke River to connect with the newly-formed Greensville and Roanoke Railroad, a branch of the Petersburg Railroad which operated almost to Emporia, Virginia, the seat of Greensville County. Most of the stock in the Raleigh and Gaston Railroad was purchased by out-of-state investors, primarily Virginians in Petersburg, who were eager for connections into North Carolina. Both railroads were completed in 1840, with the line from Wilmington to Weldon, at 161 miles long, being the longest railroad in the world at that time. In comparison, the Raleigh and Gaston road was eighty-six miles in length, the Petersburg line about sixty miles long, and the Portsmouth and Roanoke Railroad seventy-eight miles long. Thus, within the amazingly short period of eight years, the businessmen and residents at Weldon's Place saw their community transformed from being dependent on river transportation to being the crossroads of a burgeoning railroad system connecting the leading cities and ports in North Carolina and Virginia to each other and to larger markets to the north, especially Richmond and Baltimore (Rice 1954, 71-73; Lefler and Newsome 1973, 362-364; Prince 1969, 10-11; Parramore 1994, 163-164; 172-174).

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Accounts of commercial, industrial, religious, and educational activities before 1841 at Weldon's Place are extremely limited. Early businessmen included merchant W. T. Whitfield, who arrived in 1834 and later built a hotel; store and hotel owner Thomas I. Wyatt, who was appointed the first postmaster in May 1834; and Col. Andrew Joyner (1786-1856), a member of the North Carolina Senate from 1835 to 1852 and president of both the Roanoke Navigation Company and the Petersburg Railroad (Vick January 1, 1970; September 28, 1972; October 1, 14, 1976; February 5, 1981). The best description of Weldon during this period comes from Fanny Kemble, an English actress, who kept a diary of her travels from Philadelphia to Georgia during December 1838. Though she praised the rich farmland of the Roanoke River area, her highly uncomplimentary impression of Weldon was of

. . . a small knot of houses, which although christened Weldon, and therefore pretending to be a place, was rather the place where a place was intended to be. Two or three rough pine warerooms, or station houses belonging to the railroad; a few miserable dwellings, which might be either not half built up, or not quite fallen down, on the banks of a large millpond
(Scott 1984, 19)

While Kemble's yardstick for comparison in this country were cities such as New York, Philadelphia, and Baltimore, and she was already negatively disposed against the South because of slavery, it seems likely that her portrayal of Weldon was not entirely inaccurate (Scott 1984, x, xxxvi).

Antebellum growth and prosperity, 1841 to 1860

The start of the 1840s and 1850s, the antebellum period, saw the community of Weldon--it was not incorporated as a town until January 6, 1843--poised to experience tremendous growth as a regional transportation center for both North Carolina and Virginia (Laws 1842-1843, 148-152). The combination of river, canal, and railroads provided ample opportunity for businesses of all kinds. Coupled with modernizing agricultural practices in counties throughout the Roanoke valley, the stage was set for Weldon to grow from the place denigrated by Miss Kemble to a thriving town that would be of vital importance during the Civil War that ended the prosperous antebellum years. In 1844, just six years after Kemble's stay in a hotel described as a "dirty-looking old wooden house," Weldon had the Ferral Hotel which was adequate to host a dinner in honor of visiting Presidential candidate Henry Clay (Scott 1984, 20; Allen 1918, 90).

The 1840s and 1850s witnessed the continued decline of the Roanoke Canal as a financially successful enterprise. Toll receipts were rarely sufficient to meet expenses, and heavy late summer rains in 1850 necessitated costly repairs along the entire route of the canal system from Weldon to Danville, Virginia. In 1855 the company directors, noting that

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the completion in 1853 of an extension of the Raleigh and Gaston Railroad into Weldon, which, in providing an all-rail means of bypassing the falls upriver from Weldon had "nearly ceased" use of the river, urged that the company's involvement be "greatly reduced," and by the end of the decade the company had been given permission not only to discontinue use of the canal but to sell their property and rights between Gaston and Weldon. A bright spot was the continued use of the water power developed by the canal company after 1822, particularly in the upper Roanoke River, and while the leasing of water rents took on increasing importance in the canal's finances after 1840, such non-canal revenue was never sufficient to make the company a financial success. As was first indicated in the early 1830s, the Roanoke Navigation Canal, once full of promise at capturing the trade of the fertile Roanoke region, had by the last half of the 1850s become little more than a feeder conduit for produce and goods for the four railroads extending into or near Weldon (Braswell 1987, 50-53; 43, 35).

These railroads were Weldon's lifeblood for the next century. The Portsmouth and Roanoke Railroad proved incapable of diverting the trade of the upper Roanoke from Petersburg and Richmond to Norfolk and Portsmouth, and so, encumbered by debts incurred during its rush to bridge the Roanoke River at Weldon in 1837, the railroad company defaulted in 1843 and the bridge and its seventeen miles of track in North Carolina sold. The railroad's Virginia property was sold at public auction in September 1845 and subsequently leased to the Town of Portsmouth; it was incorporated in September 1846 as the Seaboard and Roanoke Railroad (Prince 1969, 7-8; Lefler and Newsome 1973, 364). The Raleigh and Gaston Railroad, completed to old Gaston in 1840, was foreclosed upon by the state just five years later. It was then operated by the state for six years, reorganized in 1851, and in 1854 paid a dividend to shareholders for the first time. Though the state lost a million dollars in the Raleigh and Gaston, the railroad's benefits to the people were so great that aid to railroads was looked upon favorably by politicians and voters. In 1852-1853 the re-organized Raleigh and Gaston Railroad extended its line into Weldon, with half of the cost being borne by the Seaboard and Roanoke Railroad. Thus, Weldon's antebellum fortune at being the junction of four railroads--the Petersburg Railroad extending north; the Seaboard and Roanoke Railroad going northeast to Portsmouth and Norfolk; the Wilmington and Weldon Railroad (named changed in 1854) connecting those two cities through the bustling towns of Rocky Mount, Wilson, and Goldsboro; and the Raleigh and Gaston Railroad extending southwest via Henderson--was accomplished. Adding to these routes were connections in Goldsboro to the North Carolina Railroad, which, when completed in 1856, ran from Goldsboro to Charlotte through Raleigh and Salisbury, and connections in Petersburg to Richmond and cities to the north (Parramore 1994, 172-174; Black 1991, 4-5; Lefler and Newsome 1973, 364-365).

The town of Weldon thrived on this railroad activity. In order to accommodate this junction of railroads, in 1854 a tremendous wooden

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railroad shed was constructed, situated immediately to the northwest (rear) of the so-called "flatiron block" along Washington Street between West First and West Second streets. As shown on the 1885 Sanborn map, the shed was approximately 300 feet long and 95 feet wide and it supposedly was the largest railroad shed in the state; its size was so immense--covering an entire modern football field--that Weldon was often called the "covered town." In 1852 the three-story Weldon Hotel was constructed to the northwest of the shed site (Vick, June 6, 1981). For years later the hotel was advertised as

entirely new and well-arranged and capable of accomodating a large number of guests. The dining room is very spacious and capable of seating several hundred persons comfortably, and the conveniences together with those of the cooking department are unsurpassed by those of any such establishment in the Northern country" (The Weldon Patriot, May 16, 1856).

The following year it was reported that the front rooms were "handsomely fitted" as stores (The Weldon Patriot, May 14, 1857). Nineteenth century railroads did not have dining cars, and passengers took their meals during scheduled stops. Such eating establishments, along with hotels for overnight travelers, comprised a significant portion of business activity in downtown Weldon. At least two other large hotels were known to be in operation during 1856-1857: the "new" hotel operated by T. J. Jarrat in May 1856; and the Whitfield Hotel, which featured a thirty-two-foot-by-eighty-foot dining room. The latter was 1857 to Nicholas McKinney Long (1808-1882), a prominent businessman, planter, and owner of numerous lots within the town. In 1859 the Exchange Hotel, most likely the former Whitfield Hotel, advertised that the traveling public "May rely on good fare and every attention desired. One need not have fear of being left while eating. There will always be sufficient notice of the departure of cars and the same time will be allowed as at any other hotel in Weldon" (The Weldon Patriot, May 16, December 22, 1856; May 14, 1857; August 1, 1959).

While Weldon enjoyed considerable growth during the 1850s, it was still a relatively small town of no more than a few hundred residents. The limited surviving editions of newspapers printed in Weldon during the 1850s provide an incomplete view of business activities during the period, and time did not allow for study of papers from Halifax, Petersburg, and Norfolk. The downtown commercial district was much smaller in the 1850s, centered primarily on First and Second streets and the 100 block of Washington Avenue. In 1893 Dr. W. W. Coggin of Norfolk recalled that when he lived in Weldon during the 1850s "fruit trees were growing where brick stores now stand" (Vick, September 15, 1983). Not surprisingly, the vast majority of advertisers in the earliest local newspapers were for business houses in Virginia, with the September 9, 1852 issue of The North Carolina Patriot having advertisements from Petersburg (thirty-two), Norfolk

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(sixteen), Portsmouth (five), and Richmond (two), with one each from Raleigh, Baltimore, and New Haven, Connecticut. Four years later, The Weldon Patriot, which apparently was a continuation of the earlier paper, had, in addition to numerous Virginia advertisements, local notices as well: the new hotel of T. J. Jarrat; F. B. Hart and Company, Cotton Factors and Commission Agents; the grist and saw mill business of J. F. Simmons and Thomas A. Clark; G. T. Simmons as agent for two Greensboro insurance companies; and Long and Gee, druggists. Most interesting to this study is the notice of W. H. Baxter, "Architect and Builder" of Petersburg, who sought to furnish plans and specifications, and construct "Buildings of any Magnitude" in addition to making "Castings and Mouldings in Great Variety, Scroll Sawing and Turning neatly executed." Nothing survives in Weldon today to suggest his involvement locally. A tally of the 1860 census lists a variety of businessmen to meet the needs of residents and travelers: three merchants, two shoe makers, two grocers, and one each hotel cook, lawyer, miller, druggist, mechanic, blacksmith, railroad agent, railroad engineer, telegraph operator. There were also two carpenters, J. Balentine and A. Caralina, the latter being one of five Italian heads of households in town, the others being merchants F. Gazgina and A. Casinini, shoe maker C. C. Sidoni, and H. Vitalina (The Weldon Patriot, May 16, November 6, 13, 1856; Vick, November 26, 1981).

Records of the educational, religious, and social activities of Weldon citizens during the 1840s and 1850s are even more limited. That some residents sought to elevate their educational and social standards is indicated by the organization in 1852 of the Roanoke Literary Society. The society erected a two-story building on Second Street, with the street level rented out to merchants and the upper floor fitted as a Reading Room; The Weldon Patriot announced in February 1859 that an issue of the paper would be placed in the Reading Room every week (Braswell 1984, 19; The Weldon Patriot, February 2, 1859). The first church in Weldon was established in 1845 by the Methodists, with a sanctuary built soon thereafter downtown near the railroad; the tradition that the congregation hired a lady from Philadelphia to teach school during the week has not been substantiated. It remained the only church in town until the 1860s, with those of other denominations traveling to churches in the surrounding areas (Campbell 1956, 3; Littleton Observer, December 4, 1969). Other religious activities took the form of camp meetings, one being held in September 1852 somewhere near the vicinity of "Chockeotte" [sic] Creek, which flows through the western area of present-day Weldon (The North Carolina Patriot, September 9, 1852).

Weldon during the Civil War, 1861-1865

Weldon residents, like their neighbors in North Carolina and Virginia, supported the Confederate cause during the Civil War. Though the town was small in population, its location on four railroads and the Roanoke River gave it such strategic importance that on April 25, 1861--almost a month

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before North Carolina even seceded--Governor John W. Ellis ordered troops to the Weldon area to guard the Wilmington and Weldon Railroad bridge across the Roanoke River. For the duration of the conflict, troops were stationed in and near the town as protection for the railroads. Another strategic nearby site was the Roanoke River shipbuilding site of Edwards Ferry, about fifty-five miles down river from Weldon, where the ironclad C. S. S. Albemarle was built in 1864. In large part because of its railroads, the Weldon area proved to be an advantageous one for training camps, and a number of companies were stationed in Weldon at various times. Establishments on the Weldon side of the Roanoke River included camps Ransom, Holmes, Floyd, Robinson, and Pettigrew, with camps Advance, Hill, Long, and Vance being situated on the Northampton County side near Garysburg. Weldon's strategic value was such that the town was headquarters for the Department of Eastern North Carolina for most of the war, and for part of 1864 as headquarters for General P. G. T. Beareguard's Department of North Carolina (east of the Appalachian mountains) and Southern Virginia (south of the James River). Many barracks and other buildings were constructed in Weldon for the army's use during the war, although none survive. The only physical remnant of this important period is a single gravestone in a small cemetery containing the graves of about one hundred Confederate soldiers who died in Weldon, many in a hospital within the Methodist Church. Neither this cemetery, nor artillery fortifications dug around Weldon in anticipation of the expected Union assault, are within the Weldon Historic District (Braswell 1984, 64-68, 90-92, 96-97; Lefler and Newsome 1973, 458-459; Vick, March 24, 1985).

The importance of the railroads at Weldon was especially critical during the latter stages of the war. As the shortest and most direct route between Richmond and the lower South, the Wilmington and Weldon and the Petersburg railroads were vital to the mobilization and transportation of troops and supplies. The connection with Wilmington, the last blockade-free port left open to the South, enabled critical supplies to flow northward to Robert E. Lee's Army of Northern Virginia, while foodstuff came northward from throughout the Carolina. The railroads extending through Weldon were justifiably known as the "lifeline of the Confederacy," supplying approximately one-half of the food for Lee's troops during the final campaigns of late 1864 and early 1865. During the Union siege of Petersburg, Virginia between July 1864 and April 1865, many of the provisions that would normally have been shipped there remained in Weldon, the furthest north of the railroad centers still in Confederate control (Braswell 1984, 74-82, 88-89).

The Union army also recognized the importance of the railroads at Weldon, and though Union raids caused considerable alarm to the Confederates, the only significant campaign against them was stopped at Goldsboro, about eighty miles south on the Wilmington and Weldon Railroad. Two smaller raids, however, came close enough to seriously endanger the town. During the first, and most serious attempt, a cavalry excursion on

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July 28-29, 1863, was rebuffed when the Union forces, based in Murfreesboro just thirty-five miles east, chose not to pursue a river crossing about ten miles downstream from Weldon after their surprise was discovered. The second foray occurred during the waning days of the conflict in 1865, when a force of 600 New York Mounted Rifles tore up tracks of the Seaboard and Roanoke Railroad just southwest of Concord, now Seaboard, in Northampton County about seven miles from Weldon. They did not attempt to attack their main objective, the railroad bridge at Weldon, because the Confederate force was too strong, and plans to return with a stonger force were made unnecessary by Lee's capitulation at Appomattox Court House on April 9. Three days later, the war came to an end in Weldon when the Confederate forces evacuated town without destroying the railroad bridge across the Roanoke River as planned on April 7th. Nonetheless, panicked residents, in the faint hope of delaying the victorious Union forces a little longer, destroyed the bridge two days later (Braswell 1984, 82-88, 99).

Post-war recovery, redevelopment, and expansion, 1866 to 1900

While the end of the Civil War found Weldon, like the rest of the South, with a demolished economy and facing daunting political and social changes, the town had the advantages of its railroad connections. The railroads were put into operating order as quickly as possible because they were as critical to the recovery as they were to the war effort. As was the case of Weldon's development from the 1820s until the war, transportation was the key for both recovery in the late 1860s, and increasingly robust redevelopment for the rest of the century.

Each railroad faced the post war period under different circumstances. The Seaboard and Roanoke Railroad to Portsmouth emerged from the war with just minor damage, and ferries carried freight across the Roanoke River to both the Seaboard and Petersburg lines until the bridge was rebuilt in 1867. This new bridge, however, was destroyed by a flood on November 28, 1877 (Prince 1969, 10; Weldon Railroad ca. 1992, 6). In 1893 Seaboard and Roanoke Railroad and the Raleigh and Gaston Railroad were combined to form the Seaboard Air Line. Later, in 1901, a series of acquisitions and expansions wedded the Seaboard Air Line to the Seaboard Air Line Railway that connected Florida to Richmond. Though the main line of the Seaboard bypassed Weldon in favor of Norlina to the west in neighboring Warren County, the old Raleigh and Gaston line became a major branch to Weldon, which then continued to Portsmouth along the old Seaboard and Roanoke tracks. The Wilmington and Weldon Railroad was purchased in 1869 by interests in Baltimore who later acquired lines in Virginia, South Carolina, and Georgia. About 1871 the term "Atlantic Coast Line" was being used along this coastal route even though the railroad was still technically known as the Wilmington and Weldon Railroad. The Petersburg Railroad, except for sections immediately south of Petersburg that were destroyed by either retreating Confederate or advancing Union armies,

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escaped the war relatively unscathed, particularly in the thirty miles north of Weldon. It was quickly repaired and operated as the Petersburg Railroad until 1898 when it was acquired by the Richmond and Petersburg Railroad and combined into the Atlantic Coast Line Railroad Company of Virginia. On April 21, 1900, this latter company purchased routes in North and South Carolina and changed its name to the Atlantic Coast Line Railroad. Underscoring this complex transformation of names is the fact that in 1883 the Wilmington and Weldon and the Petersburg railroads were both operating locally on tracks owned by the Atlantic Coast Line, as shown on the 1885 and 1897 Sanborn maps (Prince 1969, 11-12, 21-22; Weldon Railroad ca. 1992, 7; Taves 1989, 38-39; Lefler and Newsome 1973, 517; The Roanoke News, January 1, 1883; Sanborn 1885, 1; 1897, 1).

The extension of railroad lines throughout the county and region during the last three decades of the century enabled Weldon merchants and traders to widen their markets. The most advantageous of these was the Scotland Neck Branch Road, erected by the Wilmington and Weldon Railroad in 1881-1882 to extend from the county seat of Halifax to Scotland Neck, a prosperous little town in the productive farmland of southeastern Halifax County. While the Weldon editor at first suggested a "big blow out" to celebrate its completion after "hope of fifteen years," he predicted that in several years Scotland Neck would be a "considerable place. . . . It is even now building up" (The Roanoke News, November 10, December 15, 1881; April 27, 1882). In 1887 the line was extended to Parmele in Martin County, making connections there with the Albemarle and Raleigh Railroad (built in 1882 to connect Tarboro and Williamston), thus making it easier for products from Martin and Edgecombe counties to be marketed through Weldon as well. A narrow-gauge railroad that was proposed in late 1882 to the recently-incorporated town of Ringwood in the southwest corner of Halifax County (probably connecting to the Wilmington and Weldon at Enfield) was apparently never built (Taves 1989, 38; Butchko 1994, 25, 31; The Roanoke News, November 23, 1882; Powell 1968, 415).

As during Weldon's antebellum years, the activities of the railroad resulted in considerable local construction. Improvement was constant. In 1881 the Seaboard and Roanoke enlarged the warehouse (#222) that had been built ca. 1840 by their predecessor, the Portsmouth and Roanoke. During the next two years the Seaboard rebuilt their wooden bridge across the river with stone piers and iron superstructure, resulting in what the local paper claimed to be "the longest iron bridge, probably, in the South." In the middle of both projects, the editor payed understated homage to the Seaboard by simply stating, "That company is a help to Weldon" (The Roanoke News, April 28, 1881; June 1, July 27, 1882; February 15, 1883). The other railroads were undergoing modernization as well. July 1882 saw the Wilmington and Weldon Railroad constructing a large water tank "near their windmill so as to be prepared for summer drought," and the 1885 Sanborn map placed this tank on Washington Avenue (now #140) (The Roanoke News, May 4, July 20, September 21, 1882; Sanborn 1885, 1). The lot adjoining the

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Seaboard and Roanoke freight warehouse (#222) was being utilized for storage of cotton bales awaiting shipment in November 1882 when it was covered with oyster shells to improve its surface (The Roanoke News, November 9, 1882). When both the Petersburg and Wilmington railroads announced in January 1883 the addition of sleeping and dining cars, the Weldon newspaper worried about the latter, for in such cars "passengers can get meals and lunches at any hour at much lower rates than hotels usually supply them. If they are kept on the line the hotels will suffer" (The Roanoke News, January 11, 1883).

In 1887 the local paper reported as "Good, If True" the proposed expansion of local railroad facilities and services.

Good, If True

There is a report current, that the Atlantic Coast Line Company will again make Weldon a stopping over point for the conductors, engineers, and other attaches [sic] of their passenger trains instead of running them through to Richmond as at present. Weldon will then become the half-way point from Quantico. Should this step be taken, it will, no doubt, be pleasing to the Railroad men, for it shortens the run by eighty miles. Rumor further has it, that a large and handsome round house will be erected here for the accommodations of the many engines daily seen laying over. Weldon is a fine place for such a building, and we trust soon to see it nearing completion. We understand, Major Emry has been awarded the contract for supplying the company with two million bricks for this purpose. We hope a start in this direction will soon be made, that the report may become veritable fact, for it will largely and materially effect the business interest of the town (The Roanoke News, February 2, 1887).

This was, indeed, good news for Weldon. Whether this rumored round house was built has yet to be determined, although a large brick round house--actually, only one-quarter round with a radius of approximately 115 feet-- was erected on the block bounded by West First, Poplar, West Third, and Chesnut streets four blocks west of the historic district. In 1909, when this building was shown by the first Sanborn map in that area, it was labeled "Not used" and property of the Seaboard Air Line Railroad. By 1915 the roof had fallen and by 1923, only the round table, a pivoting section of tract utilized for reversing the direction of individual railroad cars, remained (Sanborn 1909, 2; 1915, 2; 1923, 2). The sites of three other round tables, each about fifty feet in diameter, are located within the district: one along Washington Avenue behind the (former) Weldon Gulf Filling Station (#140) which was shown on the 1885 map but removed by 1897;

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another on the rear of the West First Street lot now occupied by the Southern Express Company Building (#217), which existed before 1885 but was removed by 1910; and lastly, one to the rear of what is now 706 Elm Street (#210), which was built by 1923 when it is shown on the first Sanborn map to cover that part of town. While no archaeological surveys have been conducted on any of these sites, the potential of the latter is especially promising as it has remained in railroad ownership (Sanborn 1885, 2; 1897, 2; 1909, 2; 1915, 2; 1923, 9).

Much more significant to the development of Weldon than the construction of the big round house was the fact that the town had become a layover point for conductors and engineers. This encouraged many of these professionals, who were generally among the most senior and well-paid of railroad men, to settle their families here. This migration further energized Weldon, bringing to the town not only more residents, but people with different ideas who were familiar with the educational and social opportunities of larger railroad cities such as Petersburg, Richmond, and Rocky Mount. Many of these railroad families built or bought houses within the historic district, including engineers James Rowell, Sr. (#194) and Charles J. Owens (#s 28 and 48) and conductors George David Hawks (#171) and J. S. Barr (#197). Others associated with one of the railroads in some capacity were agents W. B. Lawson (#13), Cephas P. Rodwell (#80), R. P. Edwards (#87), Harry L. Grant (#88), future banker William R. Smith (#151), and merchant James A. Musgrove (#248); switchman W. W. Spears (#30); and unspecified employees Charlie Shaw (#64), William W. Thorne, Sr. (#194), and Marion A. Inge (#289).

Although no longer a significant transportation route, the old Roanoke Canal became increasingly important for its water power during the late 1800s. When the canal's owner and builder, the Roanoke Navigation Company, began dissolution proceedings in 1875, a succession of creditor and legal challenges surfaced over the next seven years. Since the canal property had been proposed for development as a group of industrial sites, the local paper expressed frustration at the delays when it lamented of the canal having been "in litigation for some time" before wondering "Who will buy the canal? A good chance for a good investment" (The Roanoke News, October 13, 27, 1881). In early 1882 the editor expressed the town's hopes for the old waterway:

How the sale of the Canal will benefit Weldon and Vicinity

The canal will be offered for sale Monday next at Halifax, and it is to be hoped, that it will be purchased by parties who will put factories of any and all kinds on it. Should cotton, tobacco, sash and blind, and other factories be erected here, the population of Weldon would double itself in two years. There would be markets for country produce right at the farmers' doors. The price of cotton would be regulated by it, people would enter

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into business here, property would increase in value, in short it would be the best thing that ever happened for Weldon and its citizens. It is an opportunity which is only offered a place once in a century and we hope it will not be lost. The only thing that Weldon needs is capital, and the sale of the canal to parties who have or can command capital would do the town and the county a lasting benefit...(The Roanoke News, February 2, 1882).

Weldon's "once in a century" opportunity actually came twice, for the North Carolina Supreme Court negated the February 1882 sale and the canal company's property was auctioned again in August 1882. The winning bid of \$19,525 was tendered by a group of wealthy and influential entrepreneurs comprised of the Petersburg, Virginia firm of John Arrington and Sons, and United States Senators William Mahone of Virginia and J. D. Cameron of Pennsylvania. Three months later the impatient, and by now pessimistic, editor lamented "The canal is still unimproved and from present indications is likely to remain so for some time." The focus of the new owners was to be the development of the canal's potential for power production, and in early 1885 a charter was granted to the Roanoke Navigation and Water Power Company. When the company declared in 1891 that the canal at Weldon had the potential for 16,454 horsepower of energy, second in the nation only to Minneapolis, all of Weldon envisioned a bright and prosperous future (Braswell 1987, 59-61, 65; The Roanoke News, February 2, 9, March 23, April 20, June 15, August 31, November 16, 1882; February 8, 1883).

A survey of the canal's condition preceded repairing and upgrading of the waterway during the summer of 1890 so as to produce as much water power from it as possible. At the canal's lower end in Weldon, this energy source was already being tapped by a grist mill and flour mill, a foundry (apparently that of Thomas L. Emry), and two cotton gins. Work was underway in 1890 on the first new industry along the canal, the Weldon Corn Mill, which was to be situated between the two old mills; unfortunately, sparks from blasting of the stone ignited fires that leveled all three mills to the ground in September 1890. The rebuilt Weldon Corn Mill (placed on the National Register as part of the Roanoke Canal nomination in 1976) was completed by September 1892, and Weldon's bright future was seemingly on hand. It was foretold by some that the town would become a great manufacturing center in the South, believing that the area "can support a city like New York and still have a surplus of produce to ship to other places. Our day is almost here, come all who wish to join us in the onward stride" (Braswell 1987, 60-67; The Roanoke News, February 19, 1891). Another industry rumored to be coming to Weldon was the manufacture of railroad cars, ideally suited for a town with such superb railroad connections; it, however, did not occur (Braswell 1987, 61). The formation of the Weldon Cotton Manufacturing Company in December 1898 by leading citizens such as W. T. Shaw, W. A. Pierce, William E. Daniel (house site #126), banker William R. Smith (house #151), and mayor James T. Gooch

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(house #161), and its opening ca. 1900 added to optimism for the approaching new century (Incorporation Book 1, 84, Braswell 1987, 71).

Business activities in town recovered relatively quickly after the Civil War as the reasonably intact railroads enabled the shipment of farm products as soon as they became available. The first Branson's business directory in 1867-1868 located within the town three merchantile establishments, the Weldon Hotel operated by G. W. Blacknall, three lawyers, two doctors, a farm implements factory and blacksmith shop of D. C. Richardson, and two mills. The only extant copy of Weldon's earliest postwar newspaper, The Semi-Weekly State, sheds additional light on the commercial offerings, including boot and shoemaker M. T. Gualtney; the dress goods, ready-made clothes, groceries, saddlery, and notions business of J. B. Tilghman and Company; the dissolution of the general mercantile firm of A. Daniel and J. T. Gooch; and builder and jobber David F. Shields, who advertised for "all kinds of work in . . . repairing or building of houses" (Branson 1867-1868, 54-55; The Semi-Weekly State, July 10, 1867). Steady commercial expansion is shown by the 1869 Branson edition, listing five general stores, two grocers, two hotels, Richardson's "Plow Shop," three mills, and the The Roanoke News, a newspaper that would publish until 1991 (Branson 1869, 74-75). The 1872 edition noted that while the census listed the town's population at 208, about 800 residents called it home. Residents and visitors had their choice of five general stores, two groceries (one with a bakery sideline and the other with liquors), two confectioneries, two variety stores, a restaurant, two drug stores, and a wholesale and retail liquor dealer; stay at two hotels, the Weldon and the Emry, and take a drink in the bar of each one; seek counsel from four lawyers; gain relief from pain by two physicians; buy plows from D. C. Richardson and carriages from H. C. Vick; take one's corn to three area mills; and keep up-to-date by reading the semi-weekly The Roanoke News (Branson 1872, 114-116, 259).

In 1879 a considerable redevelopment and expansion of Weldon's commercial district began. The newspaper editor was particularly enthusiastic in July 1879 after noting the new growth of the street trees planted the previous fall: "We were struck by the neat appearance of the streets and were happy to to see the many improvements going on in our midst. Many old buildings which have been an eye-sore to our citizens since the war have been torn down and new ones erected in their places." However justified, he was overly optimistic with his bold prediction "that in no distant future we will be able to reach our homes and visit our friends in a first class street car" (Vick, July 3, 1975). Both frame and brick store buildings were erected until the town commissioners in July 1881 passed an ordinance forbidding the construction of any more frame buildings between First and Fifth streets due to the fire hazard. Among the frame buildings which were eventually replaced with new brick ones was one demolished in May 1882 that was called one of the oldest in town, having been moved from Rock Landing "many years ago" (The Roanoke News,

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May 25, 1882). New buildings erected in 1881-1882 included one for the Roanoke Literary Society on Second Street, a \$6,000 Opera House on East Second Street, and a brick warehouse for the buggy and blacksmith shop of James T. Gooch (dwelling #161). Such was the commercial expansion that on January 19, 1882, the (The Roanoke News declared "Every store house in Weldon is occupied and they are still in demand" (The Roanoke News, January 19, 1882; also (The Roanoke News, June 16, 30, July 21, 28, August 11, 25,, September 1, 22, November 17, 1881; January 26, March 30, April 13, May 18, 25, June 22, 29, July 13, 27, August 17, September 14, 28, November 9, 1882; Sanborn 1885, 1; 1897, 1). The numbers and variety of mercantile houses in 1884 illustrate the tremendous growth experienced since the end of the Civil War. The town's stores included ten general stores; three groceries; ten other groceries with adjacent confectioneries, liquor, or clothing stores; three drug stores; three saloons; two dealers in boots and shoes; two printers; two cotton buyers; and one each clothing store; dressmaker variety store; baker and confectioner; barber; and tinware seller (Branson 1884, 359-360).

All this commercial and industrial construction, along with numerous residences being built, created a great demand for workmen. Most of the brick construction in Weldon was accomplished by contractor, street superintendent, and mayor Thomas Leyburn Emry (1842-1910), a native of Petersburg, Virginia and since 1869 a resident of Weldon. "Major Emry," as he was known, also operated a local large brick yard and foundry and was so active in building up his adopted town that the local editor predicted even greater improvement "If the energy of Major Emry could be infused into our citizens generally" (The Roanoke News, October 27, 1881). During the early 1890s, Emry took a leading role in promoting and constructing the first of the large textile mills in what would become Roanoke Rapids, a town that by 1920 was almost twice as large as Weldon (Rives 1986, 157; The Roanoke News, November 17, 1881, January 5, 1882; News and Observer 1922, 131). The paper, in constantly reporting on various residences under construction, noting on February 23, 1882 that "Four dwellings are in course of erection in town." Later in the year, the paper stated, no doubt in hopes of attracting new craftsmen to Weldon, that "Carpenters are in demand here and can get plenty of work and good pay. There is more work here than the workman here can do and those who want work done are frequently unable to get good carpenters." However, only two builders and contractors were listed in an 1884 business directory, George Lewis and Bugg [sic] Parker, both black. The notice of Parker's sudden death in 1915 called him "one of the best known colored carpenters and builders in Weldon . . . [who] built quite a number of residences here" (The Roanoke News, February 23, November 2, 1882; Branson 1884, 359; The Roanoke News, April 8, 1915).

By the end of the century, Weldon had become a bustling marketplace, home to 1,433 residents who patronized thirteen general stores, two groceries, two drug stores, and one each clothing store, jeweler, and

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milliner. Milliner Mrs. Pattie A. Lewis (1842-1926) obtained many of her talented milliners from the Armstrong-Carter Millinery School in Baltimore. Travelers had their choice of the Atlantic Coast Line Railroad Hotel and two boarding houses, each of which served meals, plus an "eating house," or restaurant, operated by W. A. Davis. In 1881 the boarding house and restaurant operated by Mrs. Ida T. Wilkins (1847-1931), featured "Private dining rooms for ladies." She later built a dwelling on Sycamore Street (#90). There were also four lawyers and four physicians, the brickyard of Thomas L. Emry, black builders and contractors George Lewis and Bugg [sic] Parker, the iron and woodworking shop of William Pearce, a carriage and undertaking concern of W. R. Vick, and three newspapers: The Roanoke News, the daily Railroad Ticket which was placed on every passing train, and The South, an immigration quarterly. The latter two papers were published by Herbert B. Harrell (1858-1942), who also published The Roanoke Farmer, which was devoted to the "Farming Interests of North Carolina and Virginia" during the early 1880s, and the Eastern Sentinel between ca. 1905 and ca. 1912; in 1914 he had a large residence built at 500 Washington Avenue (#154). There were two fraternal lodges in town and the Weldon Building and Loan Association; for whatever reason, the town's first bank, the Bank of Weldon (#106), which was formed ca. 1895 by William R. Smith (house #151), was not included in the directory (News and Observer 1922, 131; Branson 1897, 322-326; Vick, May 24, 1979; The Roanoke News, October 6, 1881; Railroad Ticket, May 5, 1881).

A wide variety of other businesses and industries operating in Weldon during the late nineteenth century added to the town's economic vitality. John M. Foote, owner of the Roanoke Agricultural Works, advertised in 1881 as "Manufacturer of and Dealer in all kinds of Agricultural Implements, Stoves, and Hollow ware; Agent for Eclipse Steam Engine; Castings of all kinds and general repairing done at short notice" (Railroad Ticket, May 5, 1881). Ambitions were great in 1890 when the Weldon Brick and Land Improvement Company formed to manufacture brick and tile and deal in real estate, and again the following year when the West Weldon Manufacturing and Improvement Company was incorporated to buy, improve, and manage property; to build and operate water, gas, and electric works; and to manufacture and sell articles of wood, cotton, wool, and metal. While the first company built and operated a large brick yard south of Tenth Street (outside of the district), it appears the latter company never got off the ground (Incorporation Book 1, p. 26, 40; Sanborn map 1909, 6; 1915, 10).

In large part because of its railroad connections, Weldon prospered during the late nineteenth century as an agricultural and forest marketing center for farmers in Halifax and Northampton counties tilling the principal crops of corn and cotton (30,277 bales in 1880 in the two counties), adding flue-cured tobacco and peanuts during the 1880s and 1890s (Taves 1989, 46-47; Branson 1884, 673). The major annual event was the Weldon Fair, sponsored each fall from 1870 until ca. 1900 by the Roanoke and Tar River Agricultural Association. A fair ground was developed along

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the tracks of the Wilmington and Weldon Railroad in South Weldon, presently the southwest corner of Washington Avenue (then Halifax Road) and Country Club Road; not surprising, the property was owned by Thomas L. Emry. Huge crowds attended a variety of exhibitions, with a single day total of over 6,000 people in 1880 being doubled by the 12,000 who passed through the gates on Thursday November 16, 1882. For eight weeks preceeding the 1882 fair, The Roanoke News ran extensive lists of the premiums awarded for entries in categories from farm produce and implements to baked and canned goods, rugs, crayon drawings, and "fancy needlework." The fair was a regional event for two states, with daily fair excursions running from Henderson on the Raleigh and Gaston Railroad, from Goldsboro on the Wilmington and Weldon Railroad, from Scotland Neck on the branch line completed from Halifax just seven months earlier, and from Petersburg, Virginia on the Petersburg Railroad. The Seaboard Air Line operated special steamers on the Blackwater River and then transferred passengers to railroad cars (Branson 1872, 116; 1877-1878, 147; 1884, 361; 1890, 345; 1896, 326; 1897, 326; Sanborn 1915, 10; Vick, December 9, 1982; The Roanoke News, October 23, 1880; November 17, 1881; August 24, 31, September 7, 14, 21, 28, October 5, 12, November 9, 23, 1882).

Weldon was justifiably proud of its fair. Declared the local newspaper before the opening of the 1882 extravaganza:

Everybody goes to the Weldon Fair. It is said that more fine looking men can be seen on the grounds than anywhere in North Carolina. How many are from Virginia? Petersburg is at home at Weldon. Indeed, I have heard it whispered at Weldon that Petersburg was one of the most charming suburbs of Weldon, and I have heard it mentioned in the street in front of Jarratt's Hotel that of the two supurbs, Richmond and Weldon, it is difficult to say of which Petersburg was prouder.

This is all true except that Weldon does not consider itself to be a suburb of anyplace. The people of this place are bound together by mutual profit and convenience and we hope the ties will grow stronger each year.

(The Roanoke News, November 9, 1882)

A week later, the paper crowed:

Buggies, Buggies, Buggies, did you ever see so many," no doubt, in part, because buggies were exhibited by manufacturers in Norfolk, Petersburg, Rocky Mount, Scotland Neck, and Weldon. The writer was overwhelmed by the agricultural implements: "single plows, double plows, small plows, large plows, blue plows, yellow plows, and all kinds of plows for light land, heavy

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land, for siding, for dirting, for splitting middles, for opening furrows and more things than this unagricultural reporter can conceive of. Feeders, cutters, are on hand in sufficient number to cut up feed for all the horses in the country.

Then, there are the harrows and the various uses they are put to such as cleaning grass off land, covering seed, and c., it would be harrowing to tell. . . .

Turn the eye in another direction and behold cotton gins with all the improvements ready to knock the seed out of any cotton that may get in the way" (The Roanoke News November 16, 1882).

Finally, there were "numberless" amusements: "big snakes, jugglers, striking machines, pin games, shooting galleries, the headless chicken, that lives, eats, and crows without a head because his maker didn't seem fit to give him one. All these lend a charm to the fair that can only be seen to be appreciated" (The Roanoke News November 16, 1882). An annual feature of the fair was horse racing, for, in the words of a writer for the Henderson Gold Leaf, "It has been found by the experience of years that agricultural horse trots are among the best known means yet discovered to arouse a generous spirit of rivalry among farmers" (The Roanoke News, October 12, 1882). Such was the economic and social importance of the Weldon Fair that in 1913, when the paper reported that the fair posters were up for similar fairs in Raleigh, Petersburg, and Emporia, the latter being approximately thirty miles north of Weldon on the old Petersburg Railroad, the editor lamented that "The Weldon fair used to be 'it'" (The Roanoke News, October 2, 1913).

The immediate post Civil War period in Weldon witnessed the formation of two new congregations to supplement the Methodist church, which had been the town's only church since its formation in 1845. Local Episcopalians, who before the war had worshipped either in Halifax or Scotland Neck, began services in Weldon in 1863 amid all the activity of troops and supply trains, meeting either in the Literary Hall or in the hotel dining room. After a long and continuous campaign to raise funds, construction began in 1872 on a building that was first occupied in 1877 but not consecrated until July 7, 1889. Grace Episcopal Church (#153) stands today as the oldest religious structure within the Weldon Historic District. Local Baptists first organized in 1865 but after several years became inactive, not reviving until ca. 1879 under the leadership of attorney W. E. Daniel (house site #126). In 1871 the congregation purchased a lot on Elm Street (site #194), although a building was not erected here until the 1880s. The congregation remained on Elm Street until building their present Washington Avenue building (#131) in 1915. The established Methodist congregataion also built during the post war period, erecting a frame building in 1874 on West Third Street, which still stands but in an altered state. It was sold to the black First Baptist Church in 1910 prior to the construction of the

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present Methodist edifice (#125) on Washington Avenue (York 1991, 8, 8-6; United Voters Release No. 3; Sanborn 1909, 1; Campbell 1956, 4, 10). Although none of their buildings are located within the Weldon Historic District, three black congregations organized in Weldon during this period. They are: the First Baptist Church in 1866, which erected a small building in 1875 on East Second Street; St. Matthew's African Methodist Episcopal Church in 1874, whose 1885 sanctuary on West Third Street burned in 1948; and Saint Peter's Baptist Church in 1889, building within several years (United Voters League Releases Nos. 8, 9, 10, 12, 13). Between 1884 and 1890 a Presbyterian congregation was formed in town, eventually occupying a frame building at the corner of Washington Avenue and West Fourth Street (#122) (Branson 1884, 357; 1890, 340). In 1882 it was announced that the local Roman Catholics had organized a Sunday School and are hoping to build soon, spurred by a pledge of \$600.00 from Baltimoreans; this church, now Immaculate Conception Catholic Church, was built in 1889 in nearby Halifax (The Roanoke News, May 11, June 1, 1882; May 9, 1889).

Prior to the early 1880s, education in Weldon was apparently supplied by a succession of private schools. The first known one of these was a school operated by Miss Betty Evans from ca. 1867 until the late 1870s, with other primary schools being operated ca. 1872 by Miss Almira Godwyn and S. H. Brickell. Other schools were taught during the late 1870s and 1880s in private homes by Mrs. Nicholson, Mrs. Tilghman, Miss Allen, and Mr. Wade. One of these may have been taught in the Daniel/Faucett-Ward House (#152), the only resource in the Weldon Historic District in which school is said to have been conducted. In September 1882 the local newspaper announced the start of classes at Miss Emily Campbell's school, and four months latter reported both the existence of four schools for whites and the opening of a new school on the edge of town by William A. Pierce (house site #157) with the exhortation that "Our community needs a good school for large boys and our citizens should do all they can to assist Mr. Pierce in his efforts to build up a good, permanent school." While none of these schools is known to have had a long existence, at the end of the 1882-1883 term the local paper proclaimed that "Weldon is indeed fortunate in the way of schools and we hope there will never be fewer, unless they be consolidated." Throughout the late nineteenth century children from prosperous white families attended well-known academies in nearby towns, particularly the male Garysburg Academy, the female Vine Hill Academy in Scotland Neck, and the Litterton Female College in Littleton. Some of Weldon's black children may have also attended private schools or academies for blacks in Enfield (1884), Scotland Neck (1890), or Littleton (1896) (Branson 1867-1868, 54; 1869, 74; 1872, 116; 1877-1878, 147; 1884, 361; 190, 345; Vick, August 26, 1982; The Roanoke News, September 28, 1882; January 11, May 11, 1883; April 28, 1927; Vick, May 23, 1985). Little is known about the "University School" whose closing for the year was announced in 1893 (The Roanoke News, June 22, 1893). Only slightly more is known of the success of the Weldon Educational Association, which had been

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incorporated in 1895 by many of the town's foremost leaders to establish and maintain a school "for the education, promotion and higher learning of children." The best reference is the newspaper account of a concert given in June 1896 in Emry's Literary Hall by the students of "Weldon's private school, Roanoke Institute" (Incorporation Book 1, 84; Vick, January 7, 1971).

Records suggest that public education in Halifax was limited until 1881, when local public school committees began constructing schools for both white and black children. In March 1882, the local newspaper lamented "Why cannot Weldon have a graded school?", and six months later, perhaps preparatory to opening such a public school, it reported the school census for the town of Weldon as being 185 white males, 168 white females, 329 "colored" males, and 323 "colored" females; the almost two-to-one proportion of blacks to whites was in line with that countywide, where sixty-nine percent of school-age children were black. In 1884 the Branson directory recorded two schools, one of "Mixed" genders, and one "Primary," both almost surely restricted for white pupils. These were in addition to the thirty public schools for whites and thirty-eight public schools for blacks that operated in 1884 in Halifax County, at least one, if not two, of each race being located in or near Weldon; by 1890 this number had grown to forty-three white schools and fifty-nine black schools. Whether to have school a given term or not was a local option, as indicated by the report in January 1887 of the decision of the (white) School District committee for Weldon to proceed with a term starting on Monday January 31 in the Literary "building." Miss F. C. (Frances Cook) Pierce (house #248) was elected the teacher (The Roanoke News, March 9, September 28, 1882; January 27, 1887; Branson 1884, 361; 1890, 345).

Weldon residents partook of an increasing number and variety of social and recreational activities during the late nineteenth century. The antebellum Roanoke Literary Society disbanded during the Civil War, and did not reorganize until 1876 when eleven young men sought "the cultivation of literature in all its branches, and especially those that relate to oratory and elocution." Meetings consisted of essays, orations, and debates. In 1881, their old meeting house was sold and a new and larger building erected the following year; neither building remains (Vick, August 23, 1979; The Roanoke News, April 28, 1881; November 24, 1884; March 30, August 17, September 28, October 5, 1882). Instruction in the cultural arts was undoubtedly offered from time to time, such as the "singing school" organized in February 1883 by Professor Burnett, a "capital music teacher." Prior to a "Grand Concert" on Easter Monday at the new Literary Hall, the editor declared that "There is plenty of musical talent in town and a little cultivation adds a great deal to it" (The Roanoke News, February 22, March 1, 8, 1883).

Athletic pursuits were common both among participants and spectators. Being located on the banks of the Roanoke River, many residents enjoyed fishing, or at least eating the rewards as noted by the landing of the

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largest sturgeon ever caught in Weldon--eight feet long, 282 pounds, and "as big around as a barrel . . . A few more of the same kind would stock Weldon with sturgeon meat enough for several months consumption" (The Roanoke News, June 22, 1882). Like elsewhere in North Carolina and Virginia, baseball enjoyed tremendous popularity in Weldon, and the first known contest, a 38-53 loss on July 3, 1867 by Weldon's newly-organized "Chockayotte" [sic] team to the more-experienced Halifax Club from the county seat, is one of the earliest documented games of baseball played in eastern North Carolina. The 1896 team was so good that it issued a challenge to any team in North Carolina for a game at the Weldon Fair (The Semi-Weekly State, July 10, 1867; Vick, July 23, 1970). In 1882 a skating rink was opened above Simmons Drug Store (on Washington Avenue, burned 1960s), it being reported that "Some of the antics cut by beginners are highly amusing. It is a healthful exercise." The business, however, had closed by early 1885 (The Roanoke News, May 11, 1882; Sanborn 1885, 1).

Weldonians enjoyed a host of entertainments and amusements, especially at the town's two opera houses, only one of which remains, the upstairs of 114 Washington Avenue (#138) which opened between 1885 and 1897. Known as Emry's Literary Hall for its owner, Thomas L. Emry, it was the scene of numerous concerts, pageants, recitals, socials, debates, and traveling shows that ranged from magicians to Shakespeare. A feature in the summer of 1881 was the "Great Electric Light Show," and in autumn 1886 the week of the Weldon Fair featured a different play each night, followed by a dance at the Atlantic Coast Line Hotel with music provided by a Raleigh band (Vick, October 29, 1981; September 25, 1980; The Roanoke News, August 18, 1881). The Opera House No. 2., which was built in 1882, was vacated by 1897. In addition to the annual Weldon Fair, extravaganzas like the circus promoted by S. H. Barrett and Company as its "New United Monster Railroad Show" thrilled one and all (The Roanoke News, July 27, August 10, 24, 1882; Sanborn 1885, 1; 1897, 1). Like most towns, Weldon had a succession of local bands during the late nineteenth and early twentieth centuries. One of the most noted was the Weldon Cornet Band, which featured cornets in five different keys (Vick, August 30, 1979).

The locations of the earliest governmental offices in Weldon are not known prior to 1885. As was typical of the period, the appointed postmaster operated the office where convenient, usually at his place of business. And so, when Joseph T. Evans was appointed postmaster in 1879 for the second time (having previously served from 1857 to 1859), the post office occupied half of his dwelling at what is now 6-8 East Second Street (#236). This was apparently a highly suitable location, for, even though Evans's appointment ended in 1889, the post office stayed here until sometime between 1897 and 1904, when it moved into the Evans Building, a two-story brick building at the nearby corner of East Second Street and Washington Avenue now occupied by the Freid Building (#110) (Sanborn 1885, 1; 1897, 1, 1904, 1; Vick, January 1, 1970). The only known meeting place for the town commissioners prior to the 1893 construction of the (former)

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Weldon Town Hall (#239) was an earlier building of unknown vintage just to the east of the new hall on West Third Street, property now occupied by the rear of the Edwin T. Clark Building (#144). Labeled on the 1885 Sanborn map as "Jail," this building was termed in June 1893 as "an unsightly, dilapidated affair." The new building contained two jail cells in the basement with the Mayor's Court above, "where the scales of justice may be evenly balanced, as the sinners are introduced to his Honor" (Sanborn 1885, 1; 1897, 1; The Roanoke News, June 15, August 24, 1893).

Continued growth and changes during the twentieth century, 1901-1946

From the turn of the century until the end of World War II, Weldon experienced both maturation and change in the systems of transportation and commerce that had served it so well during antebellum development and late-nineteenth century expansion. Its all-important railroads were challenged, and eventually eclipsed, by automobiles and trucks, and the position Weldon enjoyed as the largest town and leading market in Halifax County was rapidly overtaken in the first quarter of the century by upstart Roanoke Rapids, located just five miles west (and established by Weldonian Major Emry). Still, there were many advancements, and, with the continued viability of its railroads, an expanding network of highways that brought it into direct contact with neighbors throughout eastern North Carolina and Virginia, and the unflagging energy of its people, Weldon was able to attain a level of development equal to any town of its size within the state. Like the rest of North Carolina, Weldon entered the twentieth century with great optimism. Its 1900 population of 1,433 residents made it the largest town in Halifax County, edging out Scotland Neck's 1,348 people (News and Observer 1922, 131).

Much of this enthusiasm was based on the prospects of significant industrial development along the old canal. River traffic downstream from Weldon was sufficiently promising in 1901 that the Roanoke Navigation and Water Power Company had the steamer Ghio built at Washington, North Carolina. The same year saw the General Assembly charter the Weldon Bridge, Steamboat, and Ferry Company to build and operate a ferry and toll bridge across the Roanoke River to Northampton County. Opened in August 1907, the toll bridge at Mush Island, which utilized the "magnificent stone piers" of the old railroad bridge (probably the Portsmouth and Roanoke's) and cost \$12,500, was the first for highway use across the river. For years the industrial potential of the Roanoke River in the Weldon vicinity had been touted because of the river's drop and volume, and among those who had been listening was contractor, brick maker, and entrepreneur Thomas L. Emry. In 1890, while serving as Weldon's mayor, Emry joined with investors from Virginia, Pennsylvania, and New York to organize the Great Falls Water Power Manufacturing and Improvement Company. Within five years, a dam and canal had been constructed about four miles upriver from Weldon and the first of several textile mills opened. Two years later the name "Roanoke

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Rapids" was chosen for the town that was rapidly growing around these mills. As the number and size of the mills in Roanoke Rapids grew, so did its population, from 1,009 in 1900, just three years after its incorporation, to 3,369 residents in 1920, almost twice as large as Weldon. It has continued to dwarf Weldon in size ever since (Braswell 1987, 68-74; Vick, June 19, 1975; August 19, 1976; March 1985; Powell 1968, 417; News and Observer 1922, 131).

Despite the optimism expressed in the ability of the Roanoke Navigation and Water Power Company to exploit the industrial potential of the old Roanoke Canal in Weldon, the company spent almost the entire first decade of the twentieth century embroiled in legal problems, particularly when the state Supreme Court ruled in 1910 that the company had violated the riparian rights of the Roanoke Rapids Power Company, formerly the Great Falls Water Power Manufacturing and Improvement Company. In 1912 the Roanoke Navigation Company went into receivership, ending its commercial usefulness in the centennial of its formation (Braswell 1987, 74-77).

By 1914, all of the company's stock had been acquired by the Virginia Railway and Power Company, the forerunner of the Virginia Electric and Power Company (VEPCO). VEPCO, having acquired the Roanoke Rapids Power Company as well, in the mid 1920s abandoned the canal at Weldon. The power plant adjacent to the old corn mill continued to operate until the late 1920s supplying electricity to the town, while the corn mill buildings were rented as storage to the Standard Oil Company, which operated in an adjacent building that no longer stands. The property was purchased by the Town of Weldon in 1933 for use as a community center for the white citizens. The old canal basin remained largely unfilled until it was reduced in size to only a channel between 1915 and 1923; it was not completely filled in and utilized as parking by the adjacent Coca-Cola Bottling Plant (#84) until the 1940s. It is thought that many of the large rectangular granite blocks now used for low yard walls, such as those at 501 Washington Avenue (#126-a), were salvaged from the basin during the early twentieth century (Braswell 1987, 78-79; Sanborn 1909, 7; 1915, 7; 1923, 10; Glass 1976, 8-5).

The railroads continued to be the livelihood of Weldon. As previously stated, in 1900 Weldon's four antebellum railroads became part of two large regional railroads, the Atlantic Coast Line, which included the Wilmington and Weldon and the Petersburg lines, and the Seaboard Air Line, which incorporated the old Portsmouth and Roanoke and the Raleigh and Gaston railroads. In an effort to improve efficiency and modernize, the Atlantic Coast Line underwent a considerable building program during the early twentieth century. This process, which included entirely new tracks and an altered route through town, a new bridge across the Roanoke River, and a new local depot, were part of regional improvements that included laying double tracks between Selma, North Carolina and Richmond, Virginia; it also included a new route from Weldon to north of Garysburg in Northampton County. Weldon was also the northern terminus of a branch of the Atlantic

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Coast Line Railroad that extended southward to Kinston, the so-called "Shoo-fly," service which began in 1890 (The Roanoke News, November 3, 1910; January 19, July 20, 1911; March 19, 1914; Chamber ca. 1926, 3).

The most impressive of these undertakings was the construction of the Atlantic Coast Line Railroad Embankment and Viaduct (#218) that forms the northwestern boundary of the district from Eighth Street to north of Union Station (#219) where it passed over the Seaboard tracks, thus eliminating the often bottlenecked juncture of the two lines. This project had been first announced by the Atlantic Coast Line Railroad in June 1895, although why it did not begin until 1910 is unknown (Vick, April 15, 1982). Its construction progress is well chronicled by the local newspaper between June 2, 1910, when an unnamed construction company was "pushing the work on the big concrete pillars," and February 2, 1911, when the new "steel elevated railroad" had been completed to the Roanoke River. The "steel elevated railroad" remains in use today but falls outside the boundaries of the Weldon Historic District (The Roanoke News, June 2, 9, 16, July 21, 28, August 4, 11, 25, September 15, November 17, 24, 1910; February 2, March 23, July 20, 1911).

Of equal importance was the concurrent construction in 1911 of a new Union Station (#219) to serve the relocated lines. While the building itself is typical of substantial passenger stations erected throughout the state during the 1910s, the fact that the tracks of the Atlantic Coast Line passed over those of the Seaboard Air Line immediately to the northwest of the station necessitated erecting an imposing two-story waiting platform for the Atlantic Coast Line Passengers. This structure, which was demolished in the early 1970s after Amtrak ended passenger service to Weldon, was distinctive in that the enclosed segregated waiting rooms were located on the upper level, from which a covered platform extended southwestwardly from the station for approximately 420 feet across West First Street; an uncovered platform extended northeastwardly towards the river for almost one hundred feet. Although the impending construction of the station was announced by the local newspaper on June 9, 1910, work did not begin until late April. Its opening for service on December 15, 1911 prompted the uncharacteristically reserved comment from the editor that it marked "an important era in the history of Weldon." The upper waiting rooms and sheds were added in 1913, after they were found to be "absolutely necessary for the handling of passengers, baggage, mail and express at the elevated station." During the 1920s Weldon was served by as many as twenty-four passenger trains a day, and touted freight service of six hours to either Norfolk or Richmond, with Baltimore and New York being only thirty-six and forty-eight hours away, respectively (Sanborn 1915, 3; The Roanoke News, June 9, 1910, February 16, April 27, May 11, June 15, October 5, November 23, December 7, 14, 21, 1911; August 7, 1913; Chamber ca. 1926, 3-4).

These railroad improvement resulted in the loss of landmarks long associated with Weldon. The immense 300 foot-by-95 foot train shed erected

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in 1854 was demolished in 1904 because the larger engines of the Atlantic Coast Line could no longer fit underneath (Vick, June 6, 1981). To make room for the elevated railroad and a realignment of the freight lines, the old three-story hotel, erected 1852 and known as either the Weldon Hotel or the Atlantic Coast Line Hotel since at least the 1880s, was demolished and replaced in 1911 by a "handsome new brick hotel, modern and up-to-date in every way;" it was financed by "outside capital." The contractors for the new Terminal Hotel, which stood on the southwest side of West First Street 250 feet northwest of the embankment until its demolition in the 1970s, were Whitted and Paschall of Norlina (The Roanoke News, June 9, 16, September 29, December 31, 1910; March 16, May 11, June 1, 15, August 10, October 12, 26, November 2, 1911; Sanborn 1885, 1; 1897, 1; 1904, 3; 1915, 3). The paper's editor especially lamented the loss of another prominent local feature:

The large oak tree which stood on the A. C. Line's right of way between Second and Third Street has been cut down. This tree was a landmark, and had afforded shelter for various people since the days when Weldon was only Weldon's Orchard, the tree standing in the back yard of the principal dwelling in town. We regret to see this magnificent tree go, but it stood in the way of the embankment for the new route through town.

(The Roanoke News, August 11, 1910)

The increased popularity of the automobile during the first two decades of the twentieth century brought profound changes to Weldon and the North Carolina landscape. The first two automobiles in town were both owned by Paul Garrett, and the second one--described as "considerably handsomer than the first"--not only "excited and astonished everyone . . . [but] has frightened, actually terrified, some people as it has sped along after dark with its fiery three eyes" (Vick, January 9, 1976). By July 1913 it was reported that "Weldon appears to be headquarters for all the various makes of automobiles," and three weeks later the newspaper announced that Jesse A. Harvell (dealership #121, dwelling #98) was the agent for the Hupmobile (The Roanoke News, July 24, August 14, 1913). Two years earlier, the editor, in complaining about the speed of automobiles through town, suggested a limit of not more than six miles an hour (The Roanoke News, August 31, 1911). An editorial on the same subject in 1913 declared the speed rate to be "The greatest menace attendant of the growing popularity of the automobile as a means of business or luxury is the controlling of the speed at which these vehicles shall travel. It seems that when one of the machines falls victim of the will of a speed mania there is no limit to the rate at which he will travel" (The Roanoke News, August 21, 1913).

A ready-made obstacle for automobiles was the Confederate Monument that was erected in the middle of the intersection of Washington Avenue and

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Fifth Street. It was donated by the local Junius Daniel Chapter of the United Daughters of the Confederacy and dedicated to the Confederate soldiers and sailors of Halifax and Northampton counties with appropriate ceremonies on September 17, 1908. Because of accidents such as one in 1914 when E. T. Zollicoffer "accidentally steered too close" to the monument, the monument was declared a "traffic hazard of considerable proportions," and in 1934 was moved to its present site at the entrance to Cedarwood Cemetery, outside of the Weldon Historic District. Its removal was necessitated by the refusal of the State Highway and Public Works Commission to proceed with a long-awaited resurfacing of Washington Avenue until it was moved (The Roanoke News, September 17, 24, 1908; October 29, 1914; July 19, 1934).

With the increasing number of automobiles came showrooms, repair shops, filling stations, and garages. The first of these specialized buildings appear on the 1915 Sanborn maps, when the planned "Auto Sales Room" of the Weldon Motor Company (Ford) (#230) was labeled "From Plans." There also were one each repair shop and commercial garage, the former on East Second Street near the present junction with U. S. 301 and the latter downstairs in the heavily-altered Batchelor's Brothers Opera House, now the Evangelistic Church of Deliverence at 16 East Second Street. In 1923 there were four showrooms, including the 1919 Harvell Motor Company (#121), six repair garages, and one each building for auto storage and battery charging. Filling stations did not become widespread as separate businesses until the late 1920s, with the oldest in the district being the ca. 1935 (former) Weldon Gulf Filling Station (#140). As autos supplanted buggies, commercial liveries and domestic carriage houses were converted into or replaced by garages. A convenient arrangement occurred at the Capell-Owen House (#261), where a pre-1909 stable was modified by the addition of a section labeled "Auto;" by 1923 there was only the garage, which does not remain. To underscore how quickly the automobile found favor among Weldon residents, in 1915 there were fourteen stables and eight garages within the six-block area (all within the district) bounded by Elm, Fourth, Cedar, and Sixth streets, and just eight years later, only six stables remained while the number of garages had more than tripled to twenty-nine (Sanborn 1915, 4-5, 7; 1923, 3-7, 11).

The conditions of the streets in Weldon and the roads leading into the town were important throughout the nineteenth century, but improvement took on added significance as automobiles proliferated. While gravel was commonly used during the 1880s to improve both streets and sidewalks, its application was still considered a major improvement for most streets in 1911. When most streets in town were first "hard-surfaced" has not been determined. The well-traveled road between Weldon and Roanoke Rapids was the county's first macadam road in 1922 and the first to receive concrete pavement two years later. In 1927 the main portion of Highway 40 was paved, this being the main road between Weldon and Halifax, extending southwestwardly along Washington Avenue through South Weldon before

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connecting to present U. S. Route 301. The formation of the Atlantic Coastal Highway Association by 1929 to promote automobile travel along the eastern seaboard brought numerous motorists through Weldon on Federal route 17-1, now U. S. 301, many of whom stopped to eat, shop, or refuel in the downtown area. To aid this increasing highway traffic, the 1907 Roanoke River highway bridge, which was low enough to be subject to flooding, was replaced in 1930 by one 42.2 feet above the river; the contractor was T. A. Loving and Company of Goldsboro, with C. B. Hester of Greensboro as contractor for the earthen approaches (The Roanoke News, September 15, October 20, 27, 1881; April 20, July 27, September 28, 1882; January 5, 1911; March 17, 1927; Taves 1989, 67-68; Vick, October 14, 1976).

Weldon's commercial and industrial development continued to expand during the early twentieth century. The year 1906 saw the start of the Roanoke Brick Company, Weldon's third brick yard, the construction of a large new stable for the Weldon Live Stock Company, which had incorporated that October, and the formation of the Weldon Buggy and Wagon Company and the Balfroon Knitting Company (Vick, May 29, 1980; Incorporation Book 1, 165, 167, 172). By 1915 the town boasted of three department stores, three sellers of dry goods and notions, three men's clothiers, three shoe and boot stores, two hardware dealers, one furniture store, two druggists, and six grocers, one of which, the Weldon Grocery Company (#231), was a wholesale firm. There were also three printing companies, four liveries, two butchers, and one baker (News and Observer 1915, 251). To provide facilities for these businesses, newer and larger brick buildings were erected within the downtown commercial section then located primarily along the 100 and 200 blocks of Washington Street and the adjoining blocks of East and West First and Second streets. From the 1920s through the early 1940s, downtown gradually expanded into adjacent blocks, particularly the 300 block of Washington Street (#s 117-122, 145-149). A few places of business, such as the 1938 United States Post Office (#123) on Washington Avenue and the ca. 1930 Carolina Telephone and Telegraph Building (#247) on West Fourth Street, encroached into neighborhoods that were, and remain, overwhelmingly residential (Sanborn 1909, 3; 1915, 3; 1923, 4-6).

With the failure to attract industries to the old canal, large factories located along the Atlantic Coast Line Railroad southwest of the district and town in the vicinity of the kilns of the Weldon Brick, Land, and Improvement Company. These included the saw and planing mills of the Weldon Lumber Company, incorporated in 1902, and the door, sash, and blind factory of the House Manufacturing Company, which was incorporated in 1905 and renamed Dixon and Poole in 1912. In 1913 it was reported that the Dixon and Poole mill in South Weldon was doing "quite a large business, shipping building materials to various parts of the State" (The Roanoke News, September 4, 1913). Others, such as the Chockayotte [sic] Brick Company, organized about 1907, built just west of the district in the vicinity of Seventh Street; its site was taken over by the Mutual Paper Box and Products Company, which formed in 1919 (Incorporation Book 1, 120, 157,

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239, 26; Sanborn 1904, 2; 1909, 6, 7; 1915, 1, 8-10; 1923, 1, 9-11). Smaller manufacturers, especially several bottling companies that began during the first two decades, opened plants within the older commercial area. The first known one of these was Partners Beer Bottling establishment which was located at what is now 114 East Second Street in 1904. The Coca-Cola Bottling Company, which began local operations in 1906 but was not incorporated until 1909, was located in 1915 in a long-since-demolished building on East First Street (behind #101), and in 1923 occupied the Weldon Motor Company Building (#230) on East First Street. In 1925 it erected a modern bottling plant (#84) in 1925 along a spur of the Atlantic Coast Line Railroad (Sanborn 1904, 1; Vick, May 29, 1980; Incorporation Book 1, 195; Sanborn 1915, 3; 1923, 5). A promotional brochure printed around 1926 by the Weldon Chamber of Commerce listed the town's industrial work force at 665 persons, with the two largest employers being the Weldon Cotton Manufacturing Company, with 165 workers, and the Audrey Spinning Mills, with 150 hands. Only two of the eight companies were located within the historic district: the railroads, with 150 employees, and the Coca-Cola Bottling Company (#84), with seventeen workers. The chamber was promoting the availability of free industrial sites of between five and twenty-five acres along the railroads, and two vacant factory buildings (Chamber ca, 1926, vii).

An important element in the expansion of Weldon's retail business during the early twentieth century was the arrival of ambitious immigrant merchants from Lithuania, Poland, and Lebanon. While Italians had operated businesses in Weldon since the 1850s, and during the early twentieth century included fruit dealer B. Bonfidinte and confectioner C. Liberto, no extant resources are known to be connected with them (Vick, November 26, 1981; News and Observer 1915, 251). With the 1892 arrival of Lithuanian Henry Farber (ca. 1871-1948) came the start of a local Jewish community that became surprisingly large for such a small eastern North Carolina town. While not the first Jewish merchant in town--druggist William M. Cohen (1868-1917) (dwelling #158) and merchant Max Friedlander being in business by the early 1890s--Farber (store #111, dwelling #207), who in 1913 was named by The Roanoke News as "one of our pioneer Hebrew citizens," operated a downtown clothing store until his death. His success enabled him to bring a number of relatives to Weldon and help establish them in business, including brothers-in-law Morris Fried (1867-1951) (clothing store #110, dwelling #70) and Hyman Silvester, and nephews William B. (dwelling #249) and Michael Josephson (dwelling #197). Other relatives were set up in business in Littleton, Warrenton, and Middleburg (Vance County). In 1914 Louis Kittner (1893-1968), a native of Chorzel, Poland, came from Petersburg, Virginia to open a shoe store (store #113, house #274) and two years later married a niece of Morris Fried; Kittner also operated a hot dog stand on Washington Avenue and later expanded into ready-to-wear clothes. Other Jewish merchants included Ben Goldman (dwelling #283), who operated the Weldon Meat Market (#236) with his wife,

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Bessie, a niece of Morris Fried; B. Marks, a member of a family of prominent Richmond merchants who opened a short-lived store in 1913 before relocating to Roanoke Rapids; J. H. Marks (house #16), a merchant of unknown relationship to B. Marks, and I. J. Kaplin, who as partner with B. Marks and later J. Samet, was touted as a "fine businessman and one of the cleverest and most popular of our Hebrew Citizens" (Farber ca. 1977, 1-3; The Roanoke News, September 11, October 2, 1913; January 15, September 3, 1914). There was also a small group of Lebanese immigrant businessmen who came to Weldon during 1910s. Perhaps the first were Saleeby and Yarid (first names not known), who opened a confectionery in September 1913 on Washington Avenue; the short-lived operation made ice cream and "candy of all kinds," and installed a \$3,000 soda fountain. They were joined within a year by the Rabil brothers, Ameal (ca. 1891-1975) (house #s 2 and 257) and Michael (1897-1981) (house #256), who opened a general clothing store (#112) by 1915, operating it until the early 1980s (The Roanoke News, September 11, 1913; News and Observer 1915, 250).

Three of the four nineteenth century congregations--Methodist, Episcopal, Baptist--thrived during the first half of the twentieth century, with the Methodists and Baptists erecting new edifices (#s 125 and 131, respectively) in 1910 and 1915, respectively. The Presbyterian congregation diminished in size before relocating in the late 1920s to Roanoke Rapids; their building at Washington and Fourth streets (site #122) was subsequently demolished. The most significant new religious development during the first half of the twentieth century was the formation in 1912 of a Jewish synagogue, now Temple Emanu-el (#306). Meeting first in the Elm Street home of Henry Farber (#207), with a Sabbath School begun in 1922, in 1928 the temple relocated to a Washington Avenue building owned by Farber which burned in the 1960s. As might be expected in overwhelmingly Protestant eastern North Carolina, the newness of Judaism to Halifax County in 1913-1914 was such that the local newspaper saw the need to print lengthy articles explaining the importance and significance of the Jewish holidays. Because of Weldon's superb railroad connections, the synagogue drew members from a forty-mile radius that included Roanoke Rapids, Edfield, Scotland Neck, Warrenton, Windsor, Middleburg, and Emporia, the latter in Virginia. It was, and remains today, the only Jewish congregation between Petersburg, Virginia and Rocky Mount, North Carolina (Farber ca. 1977, 2-4; The Roanoke News, September 25, October 2, 1913; September 24, 1914).

Even though no educational resources are located within the historic district, the first decades of the twentieth century saw the development of a school system for both white and black children modeled along state standards. In the fall of 1914, 232 white children and 160 black children enrolled on the opening day of their respective graded schools, with an additional twenty-five black students enrolling the next two days. A considerable growth in the number of students in both schools was shown thirteen years later, when the white Weldon Graded School enrolled 321 in

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grades one through seven and 360 in the same grades at the Halifax County Training School, as the local black school was known. An additional 122 whites and 22 blacks were enrolled in their respective high schools (The Roanoke News, September 17, 24, 1914; March 3, 1927). During the first four decades of the twentieth century, several school buildings were erected for the children of Weldon. These included a two-story frame black graded school in the 300 block of West First Street built by 1909 and demolished soon after the 1924 construction of the adjacent Halifax County Training School; the two-story brick Weldon Graded School (white) in 1906 in the 800 block of Washington Avenue; and the ca. 1924 Weldon High School (white) erected in front of the Graded School. All three schools were demolished between 1990 and 1992. The only extant campus is the brick Ralph J. Bunch High School, the black high school erected about 1929 behind the black Training School; it consists of four brick buildings: the main school, an auditorium built in 1929, and two small auxiliary buildings for vocational instruction (Sanborn 1909, 2; 1915, 2, 6; 1923, 2, 8).

Social and recreational opportunities abounded for Weldonians during the early twentieth century. The planned building of a new baseball park by the Weldon Baseball Association was announced in 1911; it was to be located east of Cedar Street near the home of the late Col. Aaron Prescott, who in 1882 built at 601 Washington Avenue (#129). Whether that field, which would have been located in the vicinity of resources #s 9-12, was ever built is unknown, and by 1923 a "Ball Field" with a small wooden "Grand Stand" had been built at the northern corner of Elm and Tenth streets (The Roanoke News, June 15, 1911; Sanborn 1923, 10). In 1913, perhaps in response to the planting of umbrella trees and flower beds the year before by the Seaboard Air Line Railroad in a triangular plot near the new Union Station (#219), the Civic League promoted the construction of a town park. This park occupied the southern half of the western side of the 200 block of Washington Avenue (site #140), where the turn table and water tank of the Wilmington and Weldon Railroad had stood during the 1880s. In June 1913, two weeks after expressing the League's desire for a "few lawn seats" for the park, the newspaper reported the contributions of numerous "pretty" seats, which make the park "very attractive and inviting, always cool and delightful." While the seats may have been pretty, they apparently were not sturdy, for fourteen months later the town fathers donated iron seats for the park in the "earnest hope [that] they will not be destroyed as were those formerly placed there" (Sanborn 1915, 3; 1923, 4; The Roanoke News, April 25, 1912; May 22, June 6, 1913; August 6, 1914).

Amusements were many. The old opera house, Emry's Literary Hall, at 114 Washington Avenue (#138) was renamed in 1910 from the "Amusee" to the "Bijou" (Sanborn 1897, 1; 1904, 1; 1909, 3; The Roanoke News, June 2, 16, 1910). Three years later the Batchelor Brothers Opera House was opened at 16 East Second Street in the heavily-altered two-story building now occupied by the Evangelistic Church of Deliverance. Constructed and designed by contractor Raleigh Travers Daniel (1873-1938) on the site of

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Bachelor's large wheelwright and repair shop built just the year before, the 800-seat facility promised electric fans and "the latest style and most comfortable opera seat," enabling Weldon to attract "a better class of troupes as we have heretofore had." The grand opening in October 1913 was to rave local reviews of Thomas Dixon's Leopard Spots, which apparently dealt with social issues relating to the end of the Civil War. The opera house also showed moving pictures, with an automobile shop located on the ground floor (The Roanoke News, March 14, 1912; June 26, July 17, August 7, October 2, 1913; November 6, December 18, February 26, 1914; Sanborn 1915, 3; 1923, 4). There were numerous private clubs and fraternal organizations in town as well, including the Lotus Club which met in 1915 on the second story of the Emry Building (#138). A lodge continued to occupy the upper floor of 115 Washington Avenue (#104) until at least 1923, and an unknown lodge maintained a meeting room in 1915 on the second story of the Edward T. Clark Building (#144). Halls for blacks were located west of the historic district and included an Odd Fellows Lodge on West Third Street before 1909 until after 1923, and Gideon Hall on Poplar Street in the mid 1910s in the old First Baptist Church (Sanborn 1897, 1; 1904, 1909, 1-3; 1915, 2-3, 8; 1923, 4). Traveling circuses continued to amaze Weldon audiences, with the Wheeler Brother Circus and its Famous Wild West Stampede, and Robinson's Famous Shows featuring the Nelson family acrobats coming to town within a month of each other in 1914; the local editor called the latter "one of the cleanest and best seen here in some years" (The Roanoke News, September 10, October 15, 1914).

The major change in governmental facilities in Weldon during the first half of the twentieth century was the relocation of the United States Post Office three times before a modern postal facility was erected on Washington Avenue in 1938. Sanborn maps locate earlier post offices in 1904 and 1909 in the old Evans Building on East Second Street, now the site of the Freid Building (#110); in 1915 in the Edward T. Clark Building (#144) at 220 Washington Avenue; and in 1923 across the corner from the Clark Building in the George C. Green Building (#116) at 301 Washington Avenue. (Sanborn 1904, 1; 1904, 3; 1915, 4; 1923, 6). Sometime soon after 1923 a new town hall was built in the 200 block of West Main Street near the water tower, remaining there until the 1970s. The old 1893 Weldon Town Hall (#239) then served as a public library until the 1980s.

The Great Depression

Like their neighbors in North Carolina and Virginia, the people of Weldon suffered serious economic hardships during the Great Depression of the 1930s. Area farmers, long the mainstay of Weldon's merchants and tradesmen, suffered disastrously low prices for cotton and other crops. As the national economy declined, so did demand for Weldon's industrial staples of lumber and brick, throwing many laborers out of work. An equally precarious labor situation in the once bustling cotton mills in nearby Roanoke Rapids had a damaging impact on Weldon as well. Yet,

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Weldon's economy did not stagnate, as indicated by the incorporation of a number of mercantile and manufacturing concerns during the 1930s, including the Weldon Electric Company, selling the Frigidaire line (1930), the Weldon Motor Company (1930), the C. E. Carter Electric Co. (1931), Weldon Motors (1934), Weldon Trucking Company (1934), E and T Motor Company (1934), Gate City Mattress Company (1937), and Perfection Mills (1939) (Incorporation Book 3, 84, 85, 94, 183, 185, 189, 250, 360).

As was the case nationwide, recovery began after the 1932 election of Franklin D. Roosevelt. While the Federal Emergency Recovery Agency undertook two farmer resettlement programs in Halifax County, the Works Progress Administration, known as the Works Projects Administration after 1937 with both being commonly referred to simply as "WPA", sponsored a wide variety of projects in Weldon with the purpose of putting the unemployed to work (Taves 1989, 64-67; Lefler and Newsome, 615-616). A preliminary look at local WPA projects included: extending the town's sewer lines (1935); painting the public schools (1935); resurfacing streets and building sidewalks and gutters (1936); building an addition to the city-owned public library (1936); improvements to sewer system (1936); improvements and remodeling to two buildings, one for "recreational purposes" and the other for a "community gathering center" (1937); improvements to the town's water filtration plant (1939); improving street and sewer drainage and "filling old canal" (1939); reconstructing the old fish hatchery on the Roanoke River (1941); and building a combined auditorium and gymnasium at Weldon High School (1941) (WPA Records). Like in many municipalities in the nation, the WPA also assisted in the construction of a new United States Post Office (#123) in 1938, including the addition of a metal relief sculpture by J. de Marco, Sr. in the lobby that depicts an idealized meeting of Pilgrims and Indians.

In 1933 the old Weldon Corn Mill, once the shining jewel of efforts in the 1890s to attract industry to the old Roanoke Canal, was purchased for conversion into a community center for the town's white residents. This effort may have gotten its start in July 1928 when a meeting was announced for those interested in a privately-owned and operating swimming pool. Seven years later the Weldon Community Center was incorporated to "promote civic virtue, organize the citizens of Weldon into a group to further standards of citizenship, promote the interest of the children of the town by building and maintaining a swimming pool for white children." In 1937 this project was the beneficiary of two grants totaling \$10,325 from the Works Progress Administration; the total project cost was estimated at \$21,915. The original plans were to have the basement remodeled for the swimming pool; it was built outdoors instead (Braswell 1987, 79; The Roanoke News, July 26, 1928; Incorporation Book 3, 255; WPA records, 1937).

Just as the economy was beginning to show strength, Weldon was hit in 1940 by the worst flood in its history. While yearly overflows were not unusual, with spring floods adding to the fertility of the rich bottom lands, major flooding was, while infrequent, certainly a fact of life along

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the Roanoke, with major floods occurring in 1877, 1910, and 1912. The flood of August 17, 1940 was caused by rains of almost eight inches in less than twenty-four hours in the upper Roanoke River valley, and left Weldon "inundated beyond anything in history." The official crest was thirty-seven feet, eleven inches above flood stage, a full ten feet higher than the 1910 flood, and is marked today by a chest-high plaque by the entrance of the Weldon Water Works Building on West First Street. The waters covered almost one-third of the town, hitting the low areas and business sections particularly hard. Some houses and businesses alike had water lapping at the second story and were lifted off their foundations. While only three persons drowned, churches and schools were turned into "asylums" for hundreds of residents flushed from their homes. Perhaps in the most daring act in its thirty-year history, the railroad bridge was stabilized, and probably saved, by putting loaded freight cars on it for added weight. The flood served as impetus for the construction in the 1950s and 1960s of three dams to control the Roanoke River (Daily and Sunday Herald, August 19, 1990; Herald, August 15, 22, 1940; Powell 1968, 263).

As were their grandparents eighty years earlier, Weldonians were plunged into war in late 1941, and this struggle dominated the local scene until its conclusion in August 1945. So sudden was the town plunged into war that on the day after the Japanese attack at Pearl Harbor, about 180 soldiers arrived from Fort Bragg to guard the railroad and highway bridges across the Roanoke River. Later, as many as seventeen air raid spotters were on duty twenty-four-hours-a-day at various locations throughout Halifax County (Sunday Herald, April 23, 1989). The Atlantic Coast Line and Seaboard Air Line Railroads again served as a conduit for service men and supplies, particularly with the large military installations and shipyards in the Hampton Roads cities of Norfolk, Portsmouth, and Newport News, Virginia.

Weldon after 1946

Like the rest of North Carolina, Weldon found itself in a period of profound changes after the end of World War II. During the past fifty years, changes in agricultural economics and practices have been nothing short of revolutionary, resulting in a decreasing farm population, increasing investment and production, and lessening the direct impact farming has on Weldon's economy. Even greater were changes in the lumbering industry that led to the eventual closing of each of Weldon's once productive saw and planing mills. The same fate befell its once prospering brick yards. Social and political advances in the 1950s and 1960s saw the end of legal segregation and disenfranchisement of blacks, and among the results was a unification of white and black school systems (Taves 1989, 82-84; Black 1991, 29-30).

As had been the case since settlement, the most far-reaching changes in Weldon came as the result of changes in transportation, most notably the decline of the railroad for both passengers and freight in favor of

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automobiles and trucks. The Seaboard Coast Line and the Atlantic Coast Line merged in 1967 to form the Seaboard Coast Line Railroad, which the next year constructed an impressive turning loop between Union Station (#219) and the Roanoke River. This enabled the railroad to abandon both the lower Seaboard bridge and the old street level Seaboard tracks through Weldon, with much of the tracks being removed. In 1971 Amtrak, the federal agency created to operate the nation's passenger trains, ceased daily passenger service to Weldon, although trains on the New York to Florida route continue to speed through town on the elevated track. Further mergers in the late 1970s and early 1980s created CSX Transportation, the nation's third largest rail network and the owner of all the tracks in the Weldon area. Today, in addition to daily Amtrak and numerous freight trains passing through Weldon, coal trains also chug through the downtown area (often at night so as to tie up less street traffic) on their way to a large generating plant built in the 1960s along the Roanoke River about a mile-and-a-half west of downtown Weldon (Weldon Railroad ca. 1992, 8).

During the 1950s, the nation and state began a frenzy of highway construction. Early in the decade the Garysburg-to-Halifax road that previously had extended through Weldon along Washington Avenue was rerouted onto a new highway just to the southeast of the district, now U. S. 301, to speed traffic along on the heavily traveled north/south route. An even greater impact on Weldon was created by the completion of Interstate 95 connecting New York with Miami via Richmond and Rocky Mount, located just west of much of the route taken in the 1830s by the Petersburg and Wilmington and Raleigh railroads. Begun in the early 1950s, the section between Emporia, Virginia and U. S. 158 was dedicated in 1953, with work begun the next year on the section going south to Enfield. The route to Gold Rock, near Rocky Mount, was not opened until 1969, meaning that, just like with the railroad, Weldon was connected by modern interstate to the cities of Virginia before being connected to cities in its own state. In 1961 the Town of Weldon annexed most of the land between the town and highway, and the interstate today largely marks the boundary between the town and Roanoke Rapids. I-95 quickly overtook U. S. 301 as the area's major north/south highway, and motorists who before the 1950s had traversed nearly the entire length of Weldon's Washington Avenue now whiz along about two miles west. The inevitable strip development of restaurants, gas stations, and motels that developed along U. S. 158, still the only highway connecting Weldon and Roanoke Rapids, resulted in such congestion by the mid-1990s that the State Department of Transportation has begun studies for a U. S. 158-bypass to be located about two miles south of the existing highway (Sunday Herald, April 23, 1989; Frederick 1977, 12).

As a direct result of the flood of August 1940, three dams were constructed to harness the Roanoke River for flood control, electric power generation, recreation, and as a source of municipal water supplies. These dams and their resultant lakes--Kerr Reservoir (completed 1952), Roanoke Rapids Lake (completed in 1955), and Gaston Lake (completed in 1963)--have

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completely controlled the river so that significant floods no longer occur. The latter two lakes, which together are half the size of Kerr Reservoir, were built by the Virginia Electric and Power Company (VEPCO), the supplier of Weldon's electrical needs since 1914. Roanoke Rapids Lake is the nearest to Weldon, about five miles upriver from downtown Weldon. All provide recreation opportunities to Weldon's residents (Powell 1968, 263, 417, 187; Sunday Herald, April 23, 1989).

Like most small North Carolina towns, Weldon has faced the challenges of the late twentieth century with mixed results. The construction of suburban shopping centers and a mall in nearby Roanoke Rapids resulted in a serious decline for retailers in downtown Weldon, and several of the larger stores have stood vacant for almost a decade. Furthermore, a major fire ca. 1977 destroyed half a block of occupied historic buildings at the northeast corner of Washington Avenue and East Second Street. Still, the remaining stores continue to successfully meet local shopping and service needs.

Construction within the historic district since 1946 has followed national trends, exhibiting the continued domination of time-honored Colonial Revival elements. Architect Foster M. Townsend of Richmond supplied plans for four impressive Washington Avenue residences: the Blackwell Pierce House (#162) in 1948, the Dr. Ralph B. Blowe House (#166) in 1952, the Edgar Bounds House (#165) in 1953, and the William R. Johnston House (#126) in 1969--that established the stylish mores for much of the subsequent residential development of Weldon's suburban areas. More modestly-scaled houses continued building types popular before World War II, including the handsome Williamsburg-inspired one-and-a-half-story brick Overton Suiter House (#66) built in 1950 and the Tudor Revival Roy Rodgers Edwards House (#50) constructed in 1948 of vermiculite-faced concrete block. More numerous are simple gable-front bungalows, such as the four ca. 1951 Freid Rental Houses (#s 55, 56, 57, and 296), and one-story brick ranch-style houses, such as the ca. 1950 Rightmyer Duplex (#99), the 1964 Ira G. Dickens House (#156) with Colonial Revival accents, and the five Rabil-Buck Rental Houses (#52, 53, 54, 280, and 281), with #53 having distinctively "modern" rhondels on the braces supporting the shallow engaged porch.

As is often the case, most of Weldon's historic resources have benefited from conscientious maintenance through the years, in many cases by descendants of original or long-term owners. Such commitment was demonstrated in 1990-1991 when the Vestry of Grace Episcopal Church undertook to have their 1872-1889 church (#153) placed on the National Register of Historic Places, heretofore the only building in central Weldon so recognized. While the destruction of resources by fire usually cannot be prevented, the loss of significant properties to demolition, no matter how rare, is always regrettable, and local removals included the 1909-1910 William Alexander Pierce, Sr. House (site #157) and the ca. 1900 William E. Daniel House (site #126), the town's finest examples of the Neo-Classical

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Revival and Queen Anne styles, respectively. And rarely has any town lost as much of its educational heritage as did Weldon with the demolition of three historic school buildings in the early 1990s. Organized preservation efforts in Weldon have begun only in the last several years, spurred by a citizenry alerted to the importance of their historic and architectural resources. With the active participation of groups such as WOW--Working On Weldon, the Weldon Historic Preservation Committee, the Weldon Railroad Museum Foundation, Inc., and a pro-preservation town administration and council, prospects for protecting and increasing public awareness of Weldon's architectural resources appear bright as the historic canal and railroad town prepares for the twenty-first century.

Architectural Context

The buildings in the Weldon Historic District represent the broad range of architectural fashion typical in the small towns of eastern North Carolina during the late nineteenth and early twentieth centuries. The architectural character of Weldon was, in all likelihood, little different from that of neighboring towns of comparable size. Whether of modest size and simple decoration or of imposing nature, these resources reflect the building traditions and styles of their day in addition to the economic stature of their owners. While the vast majority of the resources in the district are residential, the district's important commercial, religious, transportation, and governmental resources enable the district to provide a remarkably complete picture of local building traditions. In large part because changing transportation and highway routes took commercial, residential, and industrial development following World War II to other sections of the town and outlying areas, there has been limited intrusive construction within the district since the early 1950s, affording the Weldon Historic District with an admirable degree of architectural integrity. Although the district's period of significance is ca. 1830 to 1946, only two resources, the Stone Building (#220) and the Weldon Freight Depot (#222), date from before the Civil War. Thus, the district's architecture is overwhelmingly late nineteenth and early twentieth century in character.

The district's two antebellum buildings are associated with transportation systems vital to Weldon's early development. The canal-related ca. 1830 Stone Building (#220) has fifteen-inch thick granite walls that are similar in character to stonework seen nearby in the superbly-crafted 1823 aquaduct over Chockoyotte Creek and in ca. 1830 footings of the 1892 Weldon Corn Mill, with both the aquaduct and the mill being included in the Roanoke Canal Historic District (NR 1976). The earliest portion of the Weldon Freight Depot (#222), a two-bay gable-roofed brick warehouse built ca. 1840, is a rare example of antebellum railroad

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buildings in North Carolina. It was enlarged in 1881 and given a two-story office in the Italianate style.

The historic district's two other railroad-related resources are also significant architecturally. The 1910-1911 Atlantic Coast Line Railroad Embankment and Viaduct (#218), extending approximately 0.8 mile and rising from about eight feet above grade to approximately twenty-five feet tall, is a noted regional example of engineering expertise from the early twentieth century. The 1911 (former) Union Depot (#219) displays a subdued version of the Prairie style that was popular for buildings of civic pride in small North Carolina towns during the early twentieth century.

The residential resources in the Weldon Historic District follow the architectural fashions common from the 1870s through World War II. The earliest houses display elements of the Italianate style as seen on the bracketed and paneled friezes of the (ca. 1878) Edwards-Green House (#87), the 1881 Dickens-Draper House (#133), and the ca. 1879 Ashley L. Stainback House (#268). The 1891 James Alexander Musgrove House (#248), with its abundance of sawn woodwork, is the district's best example of the Eastlake style. While the asymmetrical form of the Queen Anne style was popular in Weldon for almost thirty years, fully realized renditions of the style are few. The 1901-1902 Smith-Dickens House (#151), with a proliferation of dormers and wrap-around porch with octagonal pavilion, is the largest and most impressive example, while the ca. 1894 William M. Cohen House (#158) displays a sophisticated manipulation of gables and window shapes. More modest Queen Anne dwellings include the ca. 1906 Spears-Freid Rental Houses (#s 30 and 31) and the ca. 1892 James T. Gooch House (#161), the latter having an eccentric two-story tower added before 1909.

During the early twentieth century, Weldon home builders had an increasing variety of styles from which to choose, with most selecting the Colonial Revival or Craftsman styles, and some combining elements of the two compatible styles into designs of arresting appeal. The 1901-1902 Smith-Dickens House (#151) and the 1911 Harry L. Grant House (#88) show early Colonial Revival influence in their asymmetrical Queen Anne forms, while later examples, such as the 1914 Herbert B. Harrell House (#154) and the 1915-1923 Henry D. Allen House (129), became more symmetrical and formal. The early 1920s saw the first widespread use of brick for dwellings in Weldon, as shown in formal Colonial Revival designs for the ca. 1924 David Seifert House (#77) and the 1928 Dr. Henry Grady Lassiter House (#279). The extraordinary 1934 DeLeon F. Green House (#1) is the apex of formal Colonial Revival design in Weldon, being an academically-correct two-and-a-half-story five-bay-wide brick residence designed by New York-architect William Lawrence Bottomly (1883-1951), a master of the style with important designs in Raleigh, Charlotte, Asheville, and throughout Virginia, especially Richmond. It, and the equally outstanding asymmetrical Colonial Revival 1935 Williams A. Pierce, Jr. House (#270), a masonry and brick design by Mitchell Wooten (d. 1940) of Kinston, North

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Carolina, are among the finest examples of the Colonial Revival style in eastern North Carolina.

The Craftsman style is seen in many forms, being most accomplished in the skillful use of granite, weatherboarding, and wood shingles on the 1914 William L. Knight House (#95). Most prevalent among Craftsman houses are bungalows, with few in town as stylishly modern as the 1919 Margaret B. Green Grant House (#67), it being the mail-order, ready-cut "Pomono" design from the Aladdin Company of Bay City, Michigan. While one-and-a-half-story examples such as the ca. 1928 Frederick Jones Bounds, Jr. House (#163) were popular among middle-class merchants, even more numerous were modest one-story gable-front examples that were erected during the 1920s and 1930s as rental property. The many forms of this genre is illustrated by a pair of houses (#s 307-308) built ca. 1927 and the three Mrs. Estelle Daniel Rental Houses (#s 180, 181, 182) erected about three years later.

Only two other styles were used for residences in Weldon during the early twentieth century. The Neo-Classical Revival style, with its impressive porticoes and monumental scale, is represented by three examples. Especially noted are two neighboring dwellings, the ca. 1907 Ovid W. Pierce, Sr. House (#128) and the Mary Pierce Johnson House (#127), the latter built about 1903 and remodeled in 1913 to keep abreast of architectural fashion. The 1919 R. Craig Cornwall House (#68) is a particularly imposing example that has Corinthian capitals and an exceptionally tall entablature. While the Tudor Revival enjoyed only minor popularity in Weldon, the 1935 William J. Edwards House (#79) is a masterpiece of the style. The large brick Edwards House exhibits the picturesque asymmetry, massive central chimney, and variety of window shapes for which the style is known, and is the only known Tudor Revival commission received by the talented and prolific, but short-lived Mitchell Wooten of Kinston. The ca. 1935 William Esmond Carter House (#215) is more typical of the modestly-scaled Tudor Revival cottages built throughout the state during the 1930s.

Most of Weldon's commercial buildings follow late nineteenth century Victorian forms in which the main architectural interest is supplied by decorative brick corbeling. Most notable are the four two-story buildings that comprise the so-called "flatiron" block on Washington Avenue, entries #s 136, 137, 138, and 139. All were erected between 1877 and 1904 and, with arched facades added in the 1920s, form an notable group of modestly-decorated brick commercial buildings. The corbeled brickwork on the 1897-1904 Edwin Clark Building (#115) is the finest in town, having recessed panels, stylized modillions, sawtooth soldier brick panels, robust elongated corbels, and bold corbeled drip hoodmolds. More stylish are the Italianate Victorian embellishments on the ca. 1902 Pierce-Whitehead Hardware Building (#142) and the ca. 1905 Weldon Furniture Co. Building (#143), which include foliate-embellished metal entablatures and cast iron pilasters manufactured by G. L. Mesker and Company of St. Louis, Missouri. Possessing heightened architectural punch because of its diminutive size,

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the narrow, one-story (former) Bank of Weldon Building (#106) is an exceptional illustration of the Romanesque style. Built ca. 1895, the tiny building employs rock-faced and dressed limestone, exaggerated arches, and colored glass to gain a measure of sophistication rarely achieved by buildings of such small size in eastern North Carolina.

Each of the three churches in the district are eloquent illustrations of ecclesiastical design. Grace Episcopal Church (#153) (NR 1991), built between 1872 and 1889 in stuccoed-brick, is a picturesque example of the Gothic Revival style that dominated Episcopalian building traditions during the nineteenth century. Across the street, the 1910 Weldon United Methodist Church (#125), designed by Wheeler and Stern of Charlotte, is an impressively-large example of the Gothic Revival as rendered in brick during the early twentieth century. Nearby, the 1915 Weldon Baptist Church (#131) follows a cruciform-plan form with Colonial Revival finish that enjoyed tremendous statewide popularity during the 1910s and 1920s. With porticoes carried by monumental Ionic columns and a hipped roof topped by an octagonal cupola, the design surely comes from James M. McMichael of Charlotte, the architect for scores of churches in North and South Carolina and Virginias between 1901 and 1930.

In addition to the aforementioned architects of Bottomly, Wooten, Wheeler and Stern, and McMichael, numerous contractors are represented by buildings in the Weldon Historic District. "Major" Thomas Leyburn Emry (1842-1910), a Virginia native, came to Weldon in 1869 and soon became the town's leading businessman, entrepreneur, and promoter. With his founding of a brick yard in the 1870s, he became a contractor, most likely erecting most of the brick commercial buildings erected in Weldon during the late nineteenth century, particularly structures in which he was sole or part owner (entries #s 137, 138, and 139). Halifax County-native Frank M. Rightmyer (1903-1984) was an active contractor in Weldon from the 1930s until the 1970s. In addition to his 1937 Colonial Revival style residence (#273) and the similar ca. 1938 Casper W. Gregory House (#269), Rightmyer also built the 1936 William A. Pierce, Jr. House (#270) and the 1946 D. C. Johnson House (#258), as well as others not yet attributed to him. He also built at least nine dwellings in the historic district between 1948 and ca. 1960 that are noncontributing because of age.

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10. Geographical Data

UTM References

5	18	266420	4033780
	Zone	Easting	Northing

Verbal Boundary Description

The boundary of the Weldon Historic District is shown by the solid black line on the one inch-to-two hundred foot map labeled Exhibit A.

Boundary Justification

The boundary of the Weldon Historic District was drawn to include the largest concentration of resources within the central portion of the town that illustrate the significance of the historic district because they are at least fifty years old and retain architectural integrity.

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Photograph Identification

Information applies to all photographs:

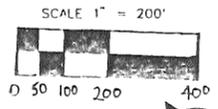
Weldon Historic District
Halifax County, NC

Photographer: Thomas R. Butchko, February 1996

Original negative at: State Historic Preservation Office
Survey and Planning Branch

1. 500 and 400 blocks of Washington Avenue, looking north, with resources on left side of street, from left to right, being numbers 155-a, 154, 153, and 151; and on right side of street, from right to left, being numbers 126-a, 125, 123, and 122.
2. 000 blocks of West First and East First streets, looking east from alley to northwest of railroad, with resources, from left to right, being numbers 217, 218, 219, rear of 224, and 222.
3. 100 block of Washington Avenue, looking north from East Second Street, with resources on left side of street, from left to right, being numbers 139, 138, 137, 136, and 219; and on right side of street, being the southwest side elevations of numbers 106 and 105.
4. 200 block of Washington Avenue, looking east from West Third Street, with resources on left side of street being number 144; and on right side of street, from right to left, being numbers 115, 114, 113, 112, 111, and 110.
5. 100 block of East Fourth Street, looking northwest from Maple Street, with resources, from right to left, being numbers 253, 252, 251, and rear of 68.
6. 200 block of East Sixth Street, looking northwest from near intersection with Cedar Street, with resources, from right to left, being numbers 276, 275, 274, and 273.
7. 800 and 700 blocks of Elm Street, looking north, with resources, from left to right, being numbers 62, 61, 60, 59, 58, and 57.

WELDON, NORTH CAROLINA
HISTORIC DISTRICT
HALIFAX COUNTY



Contributing Resource 1 a
Noncontributing Resource 1° a
Photograph View ④ →

NOTE: street numbering
flip-flops between East
and West streets

EVEN	Washington Avenue	ODD
West streets		East streets
ODD	Washington Avenue	EVEN
East streets		West streets

