

NPS Form 10-900
(Rev. 10-90)
United States Department of the Interior
National Park Service

OMB No. 1024-0019

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name Maxton Historic District

other names/site number _____

2. Location

street & number bounded by Graham Street, Martin Luther King Drive, McCaskill Street and Florence Street N/A not for publication

city or town Maxton vicinity N/A

state North Carolina code NC county Robeson code 155

zip code _____

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination _____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets _____ does not meet the National Register Criteria. I recommend that this property be considered significant _____ nationally _____ statewide X locally. (_____ See continuation sheet for additional comments.)

[Signature]
Signature of certifying official

12/28/98
Date

State or Federal agency and bureau _____

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

Signature of commenting or other official

Date

State or Federal agency and bureau _____

4. National Park Service Certification

I, hereby certify that this 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 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

Contributing	Noncontributing	
<u>49</u>	<u>18</u>	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
<u>49</u>	<u>18</u>	Total

Number of contributing resources previously listed in the National Register 0

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

N/A

=====

6. Function or Use

=====

Historic Functions (Enter categories from instructions)

Cat: DOMESTIC/Single Dwelling/Secondary Structure, COMMERCE/TRADE/financial institution/specialty store, RELIGION/Religious structure, TRANSPORTATION/rail-related

Current Functions (Enter categories from instructions)

Cat: DOMESTIC/Single Dwelling/Secondary Structure, COMMERCE/TRADE/specialty store, RELIGION/Religious structure, TRANSPORTATION/rail-related, GOVERNMENT/city hall

=====
7. Description
=====

Architectural Classification (Enter categories from instructions)

Commercial style, Neoclassical Revival, Queen Anne, Gothic Revival,
Colonial Revival, Renaissance Revival

Materials (Enter categories from instructions)

foundation brick
roof asphalt shingle
walls brick
other weatherboard

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.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a 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 Development

Architecture

Period of Significance circa 1384-1948

Significant Dates 1384, 1397

Significant Person (Complete if Criterion B is marked above) N/A

Cultural Affiliation N/A

Architect/Builder Parrish, Clint (architect); Bonitt, Henry E. (architect)

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

9. Major Bibliographical References

(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: _____

10. Geographical Data

Area of Property 21 acres

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing	
1	17	651020	3845280	3	17	651240	3844700
2	17	651400	3845110	4	17	650860	3844840

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 Michelle Kullen and Ruth Little
organization Longleaf Historic Resources date July 1, 1998
street & number 2709 Bedford Avenue telephone (919) 836-8128
city or town Raleigh state NC zip code 27607
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12. Additional Documentation
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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 the SHPO or FPO.)

name _____
street & number _____ telephone _____
city or town _____ state _____ zip code _____
=====

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 the 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 Project (1024-0018), Washington, DC 20503.

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NATIONAL REGISTER OF HISTORIC PLACES
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Section 7 Page 1
Maxton Historic District
Robeson County, North Carolina

Section 7: Description

The Maxton Historic District is located in the town of Maxton, in western Robeson County on the Scotland-Robeson county line. The resources which make up the district were built primarily between circa 1884 and 1948 and comprise the town's historic core which owes its development to two major railroad lines. The five-block, generally rectangular-shaped district is approximately twenty-one acres. The town straddles the CSX Railway tracks, which run roughly east to west. The two-lane, generally north-south N.C. 71 (Patterson Street) is the main thoroughfare, and forks at the railroad tracks, the east fork being McCaskill Street (previously named Main Street). The point at the junction of N.C. 71 and McCaskill Street contains the Patterson Building, a flatiron-shaped architectural landmark. The space between the tracks, the Patterson Building, the Maxton Union Station, and the Maxton Supply Company, has constituted the village square since the late nineteenth century.

The Maxton Historic District contains a total of fifty-seven principal resources and ten secondary resources. Seventy-five percent or forty-four of the principal resources are counted as contributing. These are made up of thirty-two commercial buildings located primarily in the 100 block of Patterson Street and the 200 block of McCaskill Street, seven houses located primarily along Graham Street at the north end, two churches, a depot, and two railroad warehouses along the railroad tracks. The two streets paralleling the tracks, Wilmington on the north and Central on the south, also contain commercial buildings. Forty percent or four of the ten secondary resources, ranging from garages to smokehouses, are contributing. None of the buildings in the district are listed in the National Register of Historic Places. While most properties are in fair to good condition, a few properties stand vacant and in deteriorated condition. Vacant lots in streetscapes have been turned into community parks, especially in the one hundred block of N. Patterson Street. One such park at the southeast corner of Central and Patterson Streets contains a brick fountain pool and benches.

Patterson Street, the main corridor, is a two-lane paved street with sidewalks on both sides that runs between the CSX Railway tracks to Sanders Street (now Martin Luther King Drive) and comprises the main commercial block, consisting of one- and two-story brick stores. Several brick one- and two-story buildings of the early 1910s extend up McCaskill Street, then residential development abruptly begins. On the west side of McCaskill Street stand two modern, one-story buildings built for CP&L and the United States Post Office. To the west of the Patterson Building, facing Central Street and the railroad tracks is the oldest surviving commercial building, the Maxton Supply Company. This building, the largest building in town, is a two-story, brick building built in three periods between 1898 and 1910. An unusual number of cast-iron storefronts still adorn the commercial buildings.

Several of the most important structures in the district are railroad-related. Part of the utilitarian, frame Cape Fear and Yadkin Valley (CF&YV) Railroad Freight Warehouse dates from circa 1884, when this line came through Maxton. The Maxton Union Station, a handsome Classical Revival style brick depot with a bellcast tile roof, was built in 1913 as a replacement for an earlier frame depot. A second frame freight warehouse and office, with uniquely-shaped brackets in broad eaves, built for the Seaboard Air Line Railroad circa 1915, survives on the south side of the tracks.

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Two historic churches are key buildings in the district. First Presbyterian Church, constructed in 1906, is a handsome brick Gothic Revival style building on N. Patterson Street. St. Paul's Methodist Episcopal Church, designed by Henry E. Bonitz of Wilmington, is a stylish classically picturesque edifice built of rusticated concrete in 1906.

Residential properties in the district lie north of the commercial area on Florence, Graham, North Patterson Streets and McCaskill Street. They are of one- and two-story frame construction in various styles popular in North Carolina in the late nineteenth and early twentieth centuries and exhibit a range of styles from Queen Anne to Colonial Revival to Neoclassical. The two most striking houses, the A.J. McKinnon House and the R.L. McLeod House, are Neoclassical Revival and represent the prosperity of Maxton in the early 1900s. Hipped and pyramidal roof cottages like the Williams-McClelland House and the Thomas Leak Smith House represent a popular one-story house form that was later replaced by the bungalow as the dominant house type in Maxton.

The earliest surviving non-railroad related building in the district is the circa 1885 Gilbert Patterson Law Office, a one-story frame front gable building with late Greek Revival detailing which was moved from Patterson Street to Graham Street in 1972. Few non-contributing buildings are included in the district. The majority of those included as non-contributing are because of age and are generally one-story commercial buildings built of brick or concrete block.

Notes:

Properties are organized by streets, beginning at the western boundary of the district and continuing east. North-south streets are listed first beginning with west side first, then east side. East-west streets are then listed with north side first, then south side.

Dates are estimated using design and style, the 1893, 1898, 1905, 1911, 1919, and 1925 Sanborn Maps (SM), deeds (DB), North Carolina Yearbooks (NC Yearbook) and secondary sources such as Philip Letsinger's *Inventory of Historic Architecture of Maxton, North Carolina*, 1982 (Letsinger); the *Maxton Centennial Book 1874-1974* (1974 CB) and *A Guide to the Historic Architecture of Eastern North Carolina* (Eastern Guidebook). Oral histories were provided by local residents including Betty Hasty, Patsy Hamer, Katherine Carter, and Bob Midgett (interviews).

All buildings are categorized as C (contributing) or NC (noncontributing) based on the following criteria. Any building built after the end of the period of significance, in 1948, is noncontributing due to its age (NC-Age). Buildings built before 1948 that have lost their architectural integrity because of substantial additions and/or alterations incompatible with their original character are categorized as noncontributing because of these changes (NC-Alt.). Examples of this are complete window, door, and porch replacements; artificial siding that obscures the original door, window, wall and eave detailing; and extensive post-1948 additions. Artificial siding such as aluminum, vinyl or asbestos shingles does not automatically render a building noncontributing as long as the application of the siding does not obscure the decorative finish of the openings and the eaves.

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Maxton Historic District
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Historic District Inventory:

1C A.J. "Sandy" McKinnon House

301 Florence St.

1905

Built in 1905 by an architect and contractor from Wilmington, N.C., this monumental 2-story Neoclassical Revival house sits on a large corner lot and features a 2-story Corinthian portico flanked by small patios, a recessed front entrance surmounted by a balcony supported by S-shaped console brackets, 1-story side porches, and a 1-story kitchen wing. Elaborate ornamented swag friezes decorate the 2-story portico and south side porch. The classical style is also reflected in the handsome interior woodwork of the center hall plan, which includes a closed string stair set behind a balustraded screen at the rear of the hall.

The house was built for A.J. McKinnon (1862-1922) who earned the title "Major" in the Maxton Guards, a local military company founded in 1879, the same year he moved to Maxton. McKinnon started his own business, which included livestock, truck farming, cotton, fertilizer, telephone poles, cross ties, and lumber. McKinnon increased agricultural growth of the area through improvement of truck farming methods. He served as town commissioner, mayor, and member of the school board. The house was sold to the Marshall James family in 1943. It is now occupied by Mr. and Mrs. Marshall P. James, Jr. (SM; interviews; Letsinger)

a. C Garage. by 1919. 1-story front gable frame garage, remodeled as an apartment. (SM)

b. NC Storage Building. ca. 1950. 1-story gabled building covered with corrugated tin.

2C First Presbyterian Church

305 N. Patterson St.

1906, 1938, 1991

The imposing, high-hipped roof Gothic Revival structure with a rectangular nave is entered through a large corner entrance tower with crenellated battlements, corbeled cornice and turret. A secondary entrance is part of a shorter tower of the same design. The double door entrances have board-and-batten Gothic-arched transoms with hoodmolds. Other features include a buff brick veneer with belt course forming hoods around the Gothic-arched stained glass windows, brick buttresses, a slate shingle roof, molded metal eaves, and paired lancet windows with tracery and yellow diamond panes. Some windows on the south side may be replacement. A two-story, buff brick annex featuring metal casement windows and minimal Gothic details was added to the west facade in 1938. A second annex, also compatible with the original church, is a 1991 1-story buff brick gabled building with a Gothic gable-end window and brick buttresses. Earliest Sanborn map coverage of the property is 1911. (SM; interviews; Cornerstone; Letsinger)

This is the second First Presbyterian Church building since the congregation organized in 1878 as the Shoe Heel Presbyterian Church. The original sanctuary was built on a two-acre lot donated by Gilbert Patterson in 1879. The present building was completed in 1906 at a cost of \$16,002.42. Dr. H.G. Hill served as minister of this church from 1886 to his death in 1924. The sanctuary was remodeled following a fire in 1945. (Letsinger; 1974 CB)

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a. NC Meeting House. ca. 1930. 1-story, front gable frame building of Craftsman character with replacement 6/6 sash windows, a glazed and paneled door with bracketed gable hood, and a side gable wing. Vinyl siding covers the exterior and the interior walls are of knotty pine paneling.

3C Commercial Building
131 N. Patterson St.
1890s

Retaining its original cast-iron storefront and interior tin ceiling, the 2-story, 3-bay, painted brick building has segmental arched windows, and a corbeled and mousetoothed cornice. Side and rear elevations have newer brick veneer. Part of the earliest brick commercial block in Maxton, it appears on the 1893 Sanborn map as a general merchandise store. Other early uses of the building include a drug store, and a dry goods and grocery store. In 1919, the second floor was used as a pressing club, and by 1925 the store was combined with the left adjacent building as one large store. (SM)

4C Cottingham Building
127-129 N. Patterson St.
1890s

One of the earliest brick commercial buildings in Maxton, the 2-story, 4-bay commercial building with painted brick facades features segmental arched windows on the second story, and paneled frontispieces with corbel cornices. The north side, No. 129, retains its original cast-iron storefront, whereas the south side, No. 127, has a replacement storefront from the 1960s. Appearing on the 1893 Sanborn map, this building was probably built for A.J. Cottingham (1849-1919). Early on, the south side of the first floor housed a grocery and meat market run by his son, Glen Cottingham. The second floor of the building was a large hall used for public meetings until the early 1920s. Early uses of the building included a general merchandise store, a grocery and drug store, and a grocery and hardware store. On the 1925 Sanborn map, the north side was shown as one store with the adjacent building, 125 N. Patterson St. (SM; interviews; Letsinger)

5C W.J. Pace Grocery.
125 N. Patterson St.
1942

The 1-story commercial building has a pressed-brick veneer facade, a corbel cornice, an original recessed double wooden door and early plate glass display windows. The building was originally two storefronts that was remodeled into one store by W.J. Pace in 1942, who started his Maxton grocery across the street in 1906. Since 1968 it has been occupied by B & F TV and Satellite. (SM; interviews; NC Yearbooks; Letsinger)

6C George Daw Grocery
123 N. Patterson St.
late 1890s

The 1-story commercial building has an intact red pressed-brick veneer facade with a corbel cornice and a replacement storefront. The building was apparently built as a general store. In 1905 the front half of the building

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operated as a grocery and the rear half was used for billiards. The building was most likely taken over about 1911 by George Daw, a Lebanese immigrant, who operated a grocery there until 1965. Clean and Sweep is the present occupant. (SM; Letsinger)

7C Commercial Building

121 N. Patterson St.

late 1890s

The 1-story brick building has a pressed red brick facade, a corbel cornice and original double wooden doors flanked by replacement display windows. Apparently built as a general store, this building has been occupied by several retail businesses including B.F. Taylor Co., a general merchandise store operated by Benjamin F. Taylor (1885-1947). Occupied presently by Mobile Home Supplies. (SM; Letsinger)

8C Commercial Building

119 N. Patterson St.

ca. 1900

The 1-story brick building has a pressed red brick facade with cast-iron tie rods and a corbel cornice, identical to the adjacent and earlier storefront on the north (125 N. Patterson). An iron lintel with decorative rosettes remains from the original storefront. The building appears on the 1905 and 1911 Sanborn maps as a 1-story office building, and as a meat market on the 1919 map. (SM; Letsinger)

9C Commercial Building

117 N. Patterson St.

late 1890s, c. 1920

The 1-story brick building with pressed-brick facade, minimal decorative brickwork, altered transom, double wood door, and original plate glass windows was remodeled about 1920, replacing the iron clad frame front noted on the 1919 Sanborn map with a simple brick front. Occupants have included a dry goods and cloth store owned by Mr. and Mrs. J.T. Pool, R.P. Edward's time store, Hester Kinlaw's furniture store, and Bob Russ' Firestone store. C & M Seafood restaurant presently occupies it. (SM; Letsinger)

10C Commercial Building

115 N. Patterson St.

late 1890s, c. 1920

The 1-story brick building with a pressed-brick veneer facade features pilasters, a corbeled brick cornice above two bay panels with raised diamond motifs, and an original or early storefront with a double wood door and plate glass windows. Part of the storefront was remodeled about 1920 when the iron clad frame front noted on the 1919 Sanborn Map was replaced with a plain brick front. Occupants of the building have included a dry goods store, a jewelry store, a hardware store, an A&P, Progressive stores, and Tweedie's Dress Shop. (SM; Letsinger)

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11NC-Age Commercial Building

113 N. Patterson St.

ca. 1950

The 1-story brick building with a yellow brick veneer facade has a metal and glass storefront and a flat metal awning. Until recently, the building was operated as the Firestone Store.

12C Essey Building

109-111 N. Patterson St.

1920s

The 1-story brick building with a dark red brick veneer facade has twin storefronts. No. 109 contains its original storefront with glass brick transom, recessed wood door, plate glass windows and a later flat metal awning. Although No. 111 has a replacement storefront, it retains the recessed entrance in keeping with the overall form of the original storefront. Both stores have retained their original pressed tin ceilings. Since the 1930s the Essey family has operated a clothing store in No. 109. Doug's Video presently occupies No. 111. (SM; Letsinger)

13C Commercial Building

107 N. Patterson St.

early 1920s

The 1-story brick store with a pressed-brick veneer facade has a corbeled and mousetoothed cornice, a glass brick transom, and an original storefront with wood recessed door and plate glass windows. Among its past tenants are Mrs. H.K. Moser's dress shop, Williams Grocery, and Maxton Auto Parts. (SM; Letsinger)

14NC-Age H & R Block Building

105 N. Patterson St.

ca. 1950

The 1-story, red brick veneer building has a yellow brick veneer facade and a flat-roofed metal awning.

103 N. Patterson St.

Vacant lot made into park area.

15C Commercial Building

101 N. Patterson St.

early 1920s

The 1-story brick store with brick veneer on its south side, and common bond brick on its north side has a pressed-brick veneer facade, a corbeled cornice, and a flat paneled frontispiece. Its typical storefront features a recessed entry, a replacement door, and plate glass windows. It has been occupied by many businesses including McGirt's Plumbing and Electrical Service and Mrs. B.F. Taylor's store. (SM; interviews)

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16C Williams-McClelland House

313 N. Patterson St.
ca. 1905

The picturesque, intact 1-story high hipped roof cottage with a unique dormer with witch's cap and colored diamond-paned windows has a front entrance bay that repeats the shape of the dormer. Covered with German siding, the house features a wraparound porch with Doric columns, 1/1 sash windows, twin brick chimneys with corbeled caps, and a front door with a large glass oval topped by a transom.

Rufus M. Williams (1874-1933) and wife, Annie McRae, had the house built on Annie's family owned property. Williams was a lumber and telephone pole dealer. In 1918, the house was sold to Dr. J.O. McClelland (1872-1951) who practiced medicine in Maxton from 1913 to 1951. Mrs. McClelland extensively remodeled the interior before leasing the house to the Maxton Board of Education for office space in 1964. The house now operates as an African American funeral home. (SM; interviews; 1974 CB)

311 N. Patterson St.
Vacant lot, site of First Presbyterian Church Manse

17C Carpenter Building

214 N. Patterson St.
ca. 1925

An attractive and recently renovated 2-story, 3-bay-by-4 bay flat-roofed commercial building features a red painted brick veneer. Fenestration includes 1/1 paired and single sash windows and a transomed door in the north front bay.

Attorney J.E. Carpenter built the building about 1925. His office occupied the second floor. The offices of Drs. J.O. McClelland and R.D. Croom occupied the first floor. It is presently the law office of Gabriele Locklear. (SM; 1974 CB; Letsinger)

18C Patterson Building

201 McCaskill St.
1911

The magnificently restored Renaissance Revival style flatiron building is Maxton's most prominent landmark. The 2-story building, faced with pressed-brick accented with stone columns and lintels, is topped by a clock tower with clocks pointing to the four cardinal directions. The unusual form and sophisticated classical detailing give the small building monumentality. Elevations display a rusticated brick first story, a pressed metal beltcourse, a smooth brick second story with Ionic pilasters, and a pressed metal dentil cornice with the name "Patterson" imprinted into it. The main recessed entrance with Tuscan columns has a double glazed door with transom and single-paned sidelights. A turned balustrade crowns the roof of the building. Some of the original round mosaic tile floor remains at the main entrance.

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Built in 1911 by J.A. "Archie" Patterson (1860-1921) for the recently organized Bank of Robeson, the building was designed by Clint Parrish, an architect from Rockingham, N.C., who also designed the Carolina College building and the Robert L. McLeod house in Maxton. The clock tower, paid for by subscriptions by local citizens, was added soon after the building's completion. The building appears on the 1919 Sanborn Map as the Robeson Bank. The 1925 Sanborn Map labels it the Patterson Building. The Bank of Robeson closed temporarily during the Depression. Later, in 1931, it was reorganized and moved across the street to the former Bank of Maxton building. The U.S. Post Office leased the first floor of the building from 1932 to 1962. Ownership of the building changed many times during this period. The last owner, the Warren family, operated a number of businesses in the building including a jewelry store and a laundromat. The building eventually became derelict and unsafe and in 1995, the Town of Maxton purchased the building from the Warrens' estate in an effort to preserve it. Through the generosity of an anonymous donor, the building was restored in 1997. The Historic Preservation Foundation of North Carolina owns it and leases it to Maxton as its Town Hall. (SM; interviews; 1974 CB; 1997 PB; Letsinger)

SE corner of N. Patterson and E. Central streets

Vacant Lot used as Park Area.

19NC-Alt. Commercial Building

124 N. Patterson St.

ca. 1910

The 1-story pressed-brick veneer building with pressed metal cornice has a heavily altered storefront concealed about 1970 by a side and front porch covered with a wood shake shingled roof.

The store was built about 1910 as a dry goods and clothing store. The earliest known occupant was Maroon's Dry Goods. Solomon's Clothing Store remodeled it to its present appearance and the shop's name changed to the Longhorn Shop. The building appears vacant. (SM; interviews; Letsinger)

20C Maxton Barber Shop

122 N. Patterson St.

ca. 1925

The 1-story, narrow brick building has a pressed-brick veneer facade and a corbel cornice. The storefront with recessed entrance appears original.

The building has been a barber shop since its construction about 1925. The original shop, Maxton Barber Shop, owned by Bud Wallace, was succeeded by Red's Barber Shop (owned by Red English), then in 1962 to Jake's Barber Shop, owned by Wilson Jacob. This shop still occupies the building. (SM; interviews; Letsinger)

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21C Currie & Patterson Company Building

120 N. Patterson St.
ca. 1910

The 2-story commercial building with pressed-brick veneer facade features a corbeled cornice, a cast-iron lintel with decorative rosettes, and star-shaped tie rods on the side and rear facades. The second story is 4 bays wide with window openings covered in plywood. The rear is 3 bays wide with segmental arched windows and a transomed double door. The storefront, with recessed entrance and plate glass display windows, may be original.

The Currie and Patterson Company, general merchandise, built the store about 1910. Other first floor occupants have included Currie, Carrowon & Rowe, Carrowon, and the Dollar Store. The second floor was first occupied by a dry cleaner, then by the telephone exchange until the 1960s. (SM; interviews; Letsinger)

22C Currie Company Building

118 N. Patterson St.
ca. 1910

The 2-story brick building, 5 bays wide, features an elaborate corbeled cornice, diamond-shaped brick ventilators, a mousetoothed brick beltcourse and window sills, segmental arched windows, and small circular star-shaped tie rods. The flat storefront has yellow brick veneer pilasters, display windows and transoms that are replacement.

Angus H. Currie built this building about 1910 to house the Currie Company, a general store. It contained two commercial spaces on the ground floor and offices on the second floor. In 1911 it contained a millinery on the north side and a general store and hardware on the south side. Currie constructed the building after McKay McKinnon purchased Currie's interest in McKinnon, Currie and Company, a livery originally located behind this building. The building is presently occupied by Western Auto. (SM; interviews; Letsinger)

23C Commercial Building

114-116 N. Patterson St.
ca. 1900

The 1-story, 6-bay commercial building with twin storefronts retains the original storefront on the north side. No. 116 has a remodeled painted brick and stone veneer storefront with a boarded up transom. Part of the original cast-iron storefront is retained around the transom. No. 114 has a very narrow brick veneer and a remodeled storefront of display windows and a metal awning. It retains its original wood and glazed door.

In 1905 No. 116 was an office and No. 114 was a grocery. Later occupants of No. 116 have included Lucius McLean, undertaker; the Dixie Cafe, purchased by Tom K. Speros in 1920 and renamed the Liberty Cafe; and general retail stores. No. 116 was renovated in 1978 for William S. Chestnut's accounting office. It is now the office of CPA Christopher Chestnut. Later occupants of No. 114 included an undertaker in 1919 and general retail stores in later years. (SM; Letsinger)

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24C Office Building

112 N. Patterson St.

1940s

The 1-story brick building laid in 1/5 common bond features a corbeled cornice, an original entrance with double transom, 8/1 windows with 8-paned transoms and flat arched lintels, and a replacement plywood door. The presence of sash windows rather than large display windows indicates that this was built for office use.

25NC Commercial Building

110 N. Patterson St.

1950s

The 1-story concrete block building with pressed-brick veneer facade has quoining on its side wall, a concrete cornice, an original entrance with wood door, and replacement display windows. Maxton Florist is the current occupant.

26NC The Medicine Shoppe

102 N. Patterson St.

1990s

The 1-story Flemish bond brick veneer building has a gable on hip roof, a cut-away corner entrance, vinyl trim, and a multi-paned door with sidelights.

27C Edward MacRae House

301 McCaskill Ave.

1880s, 1912

The originally ornate Queen Anne style house with many gables and turrets was remodeled to its simple Colonial Revival appearance in 1912. The 2-story deck-on-hip roof house has weatherboard siding, 2/2 sash windows, a hipped dormer, a 3 part entrance bay with 1/1 sash windows flanking a door with transom (now boarded up), twin interior brick chimneys with corbeled caps, and classical corner boards. Other features include a 1-story hipped wraparound porch with plain Doric columns and a 1-story hipped roof addition on the rear. The gable on hip roof deck, which possibly served as a widow's walk, located between the chimneys, remains from the Queen Anne period.

Mr. and Mrs. Edward MacRae built the house in the 1880s. In 1905 Mrs. McRae converted it to a hotel when the Maple Shade Hotel in the 200 block of McCaskill Avenue burned. In 1912 the hotel was closed and Mrs. McRae extensively remodeled the interior and exterior of the house in the then-popular Colonial Revival style. (SM; interviews)

a. **NC Shed Outbuilding.** by 1919. 1-story frame shed roof building with two four-panel doors, weatherboard, and some replacement siding. (SM)

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28NC U.S. Post Office

215 McCaskill St.

1966

Influenced by the International Style, the streamlined 1-story flat-roofed building contains an exposed concrete framework with yellow brick veneer walls and a front portico. Plate glass windows illuminate the main facade.

29NC former CP&L Office Building

213 McCaskill St.

1960s

Carolina Power and Light (CP&L) built this modern, cubic form flat-roofed office building. The building has crisp, severe detailing, including narrow brick veneer walls and a plate glass entrance sheltered by a flat metal awning. The side and rear elevations are unbroken by openings. CP&L vacated the building when they constructed a suburban office center. It is now occupied by Maxton Neighborhood Service Center.

30C John Chesley McCaskill Jr. House

302 McCaskill St.

1903

The 2-story transitional Queen Anne-Colonial Revival style house is extremely intact. Covered with German siding, the house has a hipped roof with projecting front and cross gable wings with gable returns and delicate semicircular King posts. Standing on a brick foundation, the house exhibits a 1-story wraparound porch with slender classical columns and plain balustrade, 1/1 sash windows, twin interior brick chimneys, chamfered corner boards, pedimented gable roof dormers, and a replacement double front door.

The fine dwelling was built in 1903 for John C. McCaskill, Sr. as a wedding present for his son, John C. McCaskill, Jr. and his wife Virginia McCall. Their daughter, Eleanor McCaskill lived here until her death in 1976. (SM; Letsinger)

a. **C Wash House/Shed** ca. 1903. 1-story, side-gable building set on brick piers with weatherboard siding, chamfered corner boards, two entrances, and windows at gable ends. The outbuilding is apparently contemporary with the house. (SM)

31C House

216 McCaskill St.

ca. 1890, ca. 1910, and 1920s

On the 1898 and 1905 Sanborn maps, this lot contained a 1-story house facing McCaskill with a rear ell facing Graham Street. By 1911, a two-story cross-gable addition with bay window on the south facade was added, as well as a full-facade 1-story porch. By 1925, the small 1-story addition to the rear of the 2-story section was added. The small pedimented second tier porch may have been added as late as the early 1920s. Features of the house include weatherboard siding, 1/1 and 2/2 sash windows, multi-paned doors with sidelights, battered wood porch posts over brick bases, and a turned balustrade on the second story porch. (SM; Letsinger)

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32C Thomas Leak Smith House

214 McCaskill St.

1912

The intact but deteriorated 1-story, center-hall pyramidal cottage covered in German siding features boxed eaves, chamfered cornerboards, twin interior brick corbeled chimneys, a small shed addition and a hipped wraparound porch with Doric columns and a turned balustrade. All doors and windows are boarded up except for the side door entering the rear gable ell, which has a glazed door and transom.

Thomas Leak Smith and his wife, Mayme McCallum Smith, had the house built in 1912. Mr. Smith was a farmer who worked with Walter McNair in the turpentine business. The Smiths' sons, Lynwood and Archie, grew up in this house and became attorneys. Lynwood served in the N.C. Senate (1973-76). The house appears in its current form on the 1919 Sanborn Map, but the 1911 Sanborn Map shows a house of a different floorplan on the same lot. The property was deeded to the First Presbyterian Church in 1977. The currently vacant house has been optioned by Preservation Maxton, Inc., whose interest is in finding a buyer to restore it. (SM; interviews, Letsinger)

a. **C Meat House.** by 1919. 1-story building with weatherboard siding and a projecting front gable end. (SM)

33C Firestone Station-McGirt's Plumbing and Electric Services

212 McCaskill St.

ca. 1920, ca. 1925

The 1-story brick commercial building with two storefronts was built in two stages during the 1920s. The south side was built ca. 1920 and used for a Firestone Station for some years. The north side built ca. 1925 is 3 bays wide with a modern garage door with 9-paned metal casement windows, and its original glass brick transom and metal cornice. The building appears on the 1925 Sanborn Map as an Auto Sales, Storage and Repair Shop. The Rodgers Motor Company occupied this side from ca. 1928 to ca. 1935, when the building was then used as a cotton warehouse until 1945. The south storefront has been remodeled with brick veneer, a modern double door and display windows, and a concealed cornice. McGirt's Plumbing and Electric Services has occupied this side since 1945. (SM; interviews; Letsinger)

34C ACME & McLean Building

204-210 McCaskill St.

ca. 1915

The 2-story common bond brick building with a pressed-brick 8-bay wide facade is four storefronts wide with a corbeled cornice, segmental arched 1/1 sash windows on the side and plain 1/1 sash on the front second story facade. The north storefront, No. 210, has its original storefront lintel with decorative rosettes, frosted glass transom, and center recessed entrance with double glazed doors. No. 208 retains its original metal storefront with frosted glass transom, and altered entrances. No. 206 has its original three-bay recessed entrance and transom. No. 204 retains the leaded prism glass transom over the copper framed storefront and recessed entrance.

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The building was constructed between 1911 and 1919. The south half of the building, stores C and D, was known as the McLean Building and the north half, stores A and B, as the ACME Building. The first floor spaces have been occupied by various businesses including the Austin Drug Company after 1922. The Masonic Lodge used the second floor of the ACME Building until they built a new building in the 1960s. The Scottish Chief newspaper operated out of the second floor of the McLean Building during the 1920s and 1930s. The space was also used for construction offices for the Laurinburg-Maxton Army Air Base during WW II. (SM; Letsinger)

35C Maxton Post Office-Town Hall-Police Department

221 McCaskill St.

ca. 1910

The quaint 1-story brick building has a pressed metal cornice and lintel, a pressed-brick veneer facade, and segmental arched windows on the side (now boarded up). The cast-iron storefront, bearing the name, "G.L. Mesker & Co. Evansville, IND." has a dentiled lintel with decorative rosettes and pilasters with a foliage pattern. A modern door and transom are now in place.

The building appears as the Maxton Post Office on the 1911 Sanborn Map. In 1932, the post office moved to the Patterson Building and the town acquired this building, using it as the town hall until 1974. After leasing the building to various public agencies and private businesses, the Maxton Police Department took over the building. (SM; interviews; Letsinger)

36C McLeod-Allen House

143 W. Graham St.

1908-1910

The extraordinarily intact 2-story, frame Neoclassical Revival style house was designed by Clint Parrish of Rockingham, N.C. Built between 1908 and 1910, the house has a deck-on-hip roof with composition shingles, plain exterior siding, molded boxed eaves with a dentil cornice, 1/1 sash windows with molded caps, corbeled brick chimneys, Doric corner posts, pedimented dormers, and lunettes in the gable ends. The two-story portico is supported by four fluted Ionic columns resting on brick and rusticated granite bases. A balustrade crowns the portico and the 1-story screened side porches is supported by Doric columns on brick bases. Underneath the grand portico is a projecting vestibule with Ionic pilasters, and a double glazed transomed door with flanking sash set. Another ornate turned balustrade surmounts the projecting vestibule. The classical style of the house is also reflected in the handsome interior moldings and woodwork, stained glass, and elegant center freestanding stair located at the rear of the hall.

Robert Lee McLeod (1867-1942) was a successful lumberman and farmer in North and South Carolina, and president of the Bank of Robeson at one time. McLeod learned of the house's architect, Clint Parrish, through his involvement with Carolina College. Parrish designed the main campus building as well as the Patterson Building in Maxton. A frame barn once stood on the property. Ruth Allen, the builder's daughter, now owns the property. (SM; interviews; Letsinger)

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a. **C Smokehouse/Wood House.** ca. 1910. 1-story, front gable, brick building laid in common bond with segmental arched windows, slate roof with overhanging eaves, and 5-panel door.

b. **C Garage.** ca. 1910. Front gable 1-car garage of common bond brick with slate roof and batten doors.

37C former Gilbert Patterson Law Office

201 W. Graham St.

ca. 1885; 1972

The 1-story frame front gable office, 3 bays wide, features gable returns, 6/6 sash replacement windows, a replacement door with transom and sidelights, vinyl siding, and a concrete block foundation. A 1-story shed addition is attached to the west facade. The interior retains its bead-board walls and transom windows between the two rooms.

Built as a post office circa 1885, this building originally stood on N. Patterson Street. After the turn-of-the-century, Gilbert Patterson, a prominent lawyer and U.S. Congressman, kept his office here for many years. In 1937 the Woman's Civic Club secured the building for a library operated under the Works Progress Administration and named it the Gilbert Patterson Memorial Library. Other occupants of the building have included a restaurant, a warehouse, a plumbing shop, a Red Cross Station during WW II, and a children's clothing store. In 1972, the building was moved to Graham Street and used as a library until 1986, when a larger library building was constructed across the street. In 1986, the building was acquired by the Maxton Historical Society and preserved as a museum. (interviews; 1974 CB)

38C former Cape Fear and Yadkin Valley Railroad Freight Warehouse

N side of RR tracks, between Florence and N. Patterson Streets

ca. 1884, ca. 1905, ca. 1925

The gabled, 7-bay, frame freight warehouse is the oldest remaining railroad building in Maxton. The eastern section of the building was probably built when the railroad was completed in 1884. This section has a German sided dado, asbestos shingles above diagonal batten warehouse doors, 6/6 sash windows and a board-and-batten "skirt" at the east end. The western section has board and batten siding and German siding in the middle bays, 6/6 sash windows, and a 5-flat panel door at the east end. The warehouse no longer retains the open platform on the west end.

In 1893, the building consisted of a 1-story freight house with a cotton platform on the west side and a 2-story ticket office (an old store moved to this site and reused) attached to the east side by an open walkway. Between 1905 and 1911, the warehouse was enlarged by enclosing part of the original cotton platform with weatherboarding and the covered cotton platform was extended to the west. The ticket office held a telegraph station during this time. By 1919, the ticket office and telegraph station building was used for storage space by the Maxton Supply Company. In the 1920s, the cotton platform was extended further to the west. After 1925, the warehouse was enlarged by enclosing more of the cotton platform with board-and-batten siding. The eastern ticket office building was demolished in the 1960s. The freight house is currently vacant. (SM; interviews; Letsinger)

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39C Maxton Supply Company

123 N. Patterson St.

ca. 1889, ca. 1905, ca. 1910

Built in three stages between circa 1889 and 1910, this 2-story, 9-bay building with 3 storefronts is the largest commercial building in Maxton. The west and middle units have 1/5 common bond brick on all elevations. The east unit is built of a random common bond evident on the side and has a veneer front facade. The second story of all three units features segmental arched windows with ornate brick hood molds, recessed panels between each window, a corbeled beltcourse, and a paneled and corbeled cornice with mousetoothing. Each unit has a different storefront. No. 100 on the east side has a cast-iron storefront with fluted pilasters, a metal cornice, and a covered transom. No. 102, the middle unit, has a cast-iron storefront with a glass brick transom, a metal cornice, and pilasters with delicate floral motifs. No. 104 on the west side has a brick storefront with a central low door opening (now a display window) with hood mold flanked by a pair of transomed doors with hood molds. The door transoms are boarded up. The rear facades of the west and middle units are intact with 1/5 and 1/6 common bond brick and feature cast-iron shutters on strap-hinges, segmental arched windows and an iron triangular bracket over the central door of the west unit.

J.W. Carter bought the lot in 1897 from E.L. McCormac, who had purchased the lot from John Patterson in 1874. J.W. Carter built No. 100 as a general store circa 1898. Carter added the middle unit in 1905, and by 1911 he had added the west unit. In 1910, still occupied by J.W. Carter Company, the store was advertised as "Maxton's Greatest Store" selling everything from groceries and fertilizers to furniture and men's clothing. In 1919 the three units were recognized on the Sanborn Map as the Maxton Department Store. The J.W. Carter Co. remained the primary occupant of the building until 1939, when it was deeded to Maxton Supply Company. This company operated a hardware store in Nos. 102 and 104 and a movie theatre in No. 100. The theater, which operated from about 1940 to the 1950s, had a divided balcony, one section for African American and another for Native American patrons. Mr. Bowman was the first operator. No. 102 has an oval opening in the ceiling, with a balustrade. It is said to have had a funeral home upstairs which raised and lowered coffins through this opening. A plaque in the front sidewalk indicates that the sidewalks were "Made by J.R. Steele, Bennettsville, S.C." Maxton Supply Company continues to occupy the building. (SM; interviews; N&O; 1974 CB; DB 1887; DB 1939)

40C Maxton Union Station

127 W. Central St.

1913

The handsome brick passenger station was built in 1913 between the tracks of the Seaboard Air Line Railway on the south and the Atlantic Coast Line Railroad on the north. The building may be based on a standard design prepared by the Seaboard Air Line Railway company. The station replaced a stylish 1905 frame Union Station located to the east, between the two railroad tracks. The intact classical style building exhibits pressed-brick veneer exterior walls, a bellcast hip clay tile roof, decorative eave brackets, 1/1 sash windows with rusticated gables, applied masonry lintels, 5-panel doors with transoms, and bay projections on the north and south

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facades. On each track facade is a large center bay dormer, covered with wood shakes, featuring a Palladian window. In 1919 the Union Station had a central ticket office separating the white waiting room from the colored waiting room. The interior retains its floor plan and finish: beadboard wainscot, rough plaster walls and ceilings, and symmetrical molded surrounds with cornerblocks. The partition separating the original ticket office and white waiting room has been removed. The building is currently being used by Maxton Youth Development Organization Inc., which provides after-school programming for area youths. (SM; interviews; Letsinger)

41NC-Age J.R.'s Convenience Store/Gas Station
201 E. Wilmington St.
1970s

The 1-story concrete block building has a brick veneer parapet and a modern storefront.

200 block E. Wilmington St.
Vacant Lot.

42NC-Age Paul's Barber Shop
203 E. Wilmington St.
1950s

The 1-story concrete block building, 3 bays wide with a brick veneer facade, has operated as an African American barber shop since its construction.

The present building replaced a tin building which was owned and operated by a blind man, Henry McRae, as his book store. (interviews)

43C Commercial Building
205 E. Wilmington St.
1940s

The building is one of the later African American-owned commercial buildings built along Wilmington Street. The 2-story, concrete block building is 4 bays wide and exhibits a brick header cornice, 6/6 sash windows, an original storefront with a glazed and wood door, and decorative brick quoining around the window openings.

The building replaced a trailer on this site used by Eunice Ziegler as a sandwich shop. Profits from the shop were donated to the AME Zion Church to buy furniture for the church building. (interviews)

44C McKoy Grocery
207 E. Wilmington St.
1920s

The building is one of the earliest brick commercial buildings in the block. The 1-story building has a corbeled cornice, a recessed central entrance, and mousetoothing at the ground level. The storefront is concealed by plywood.

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J. Gaston McKoy, a black merchant, had this building constructed for his grocery business in the early 1920s. Before moving to Wilmington Street, McKoy operated a store along Patterson Street. The interior of the building was remodeled to house the Martin Theatre, owned by several community stockholders. The building has served as Cannon Temple in recent years. (SM; interviews; Letsinger)

45C Commercial Building

209-213 E. Wilmington St.

ca. 1910

The 1-story brick building with decorative mousetooth beltcourse and brick veneer facade has three storefront bays. Each storefront has a center door with transom flanked by display windows. All three storefronts have been remodeled from their 1910s appearance.

Since construction about 1910, this building has housed a number of the community's African American-owned businesses including groceries, barber shops, restaurants, and offices. No. 209 was originally a barber shop then held a grocery store owned by Mr. McLoy. Nos. 211 and 213 were bought by Ed Ziegler, a well-known one-legged black shoemaker, in the early 1920s. The building is presently owned by Zeigler Brothers. (SM; interviews; Letsinger)

46NC-Age Sheriff's Department Substation

202 N. Patterson St.

1950s

The 1-story, 3-bay, concrete block building with Deco Stone front veneer has a pyramidal roof and wide overhanging eaves. Fenestration on the building includes a glazed front door and multi-paned metal casement windows. The building was constructed by the Maxton Scout Explorer Unit and other volunteers for the Maxton Police Department. Supplies, money and time involved in the building's construction were donated by Mr. James McNair of the Maxton Supply Company, Hoke Block Company of Raeford, and other organizations in the community. (SM; interviews; 1974 CB)

47C Seaboard Air Line Railway Freight Office and Warehouse

119 E. Central St.

ca. 1915

The 1-story frame gabled building, 9 bays wide, is covered with German siding and stands on a brick pier foundation. Uniquely-shaped wood brackets support the building's broad eaves. The building is entered through a variety of doors which vary in height and material including vertical board and batten, diagonal beadboard, and 6-panel doors with glazing. All of the windows are boarded over.

The Seaboard Air Line Railway erected this building as a freight office and warehouse about 1915. The building is one of a few surviving railroad buildings in Maxton. (SM; Letsinger)

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48C Commercial Building

104 E. Central St.

early 1920s

A 1-story brick building with pressed-brick veneer facade features an altered storefront.

Built in the early 1920s, it has been occupied by various retail stores and the Maxton Cotton Company, a cotton broker. The building is presently occupied by Massiamo Classic Clothing. (SM; Letsinger)

49C Commercial Building

106 E. Central St.

early 1920s

The 1-story common bond brick building has a pressed-brick veneer facade and quoining. The building retains a pressed metal cornice, and a corbeled brick parapet. The storefront has been altered by a second entrance and plywood concealing the original transoms. The interior walls and ceiling are beadboard. The store windows on the east side have been bricked in.

Built in the early 1920s, this building was occupied by Baxter Morris who operated a grocery store where he invented and marketed "Linen White" bleach and Rumford Baking Powder. Later, Morris and Thomas Fisher operated a Piggly Wiggly grocery at this location. The store is presently vacant. (SM; Letsinger)

50NC-Age Rural Fire Department and Maxton Rescue Squad

108 E. Central St.

1960s

The 1-story concrete block building has five garage bays and an eastern addition. The eastern addition, also of concrete block, has jalousie windows and was once the jail. (interviews)

51C former Armstrong Motor Company

202 E. Central St.

ca. 1910

This rare survival of an early commercial garage is a 1-story, 1/5 common bond brick building with a front gable roof, segmental arched window openings, S-shaped tie rods, and a painted black band acting as a beltcourse. The front facade is three bays wide defined by brick pilasters and large round arched openings, now bricked in. A rear 5-bay wide extension added circa 1919 has segmental arched windows, now bricked in, and a center door.

Armstrong Motor Company built this garage about 1910. In later years, the building was used by the Keck Drapery Company for manufacturing. The building is in deteriorated condition, and the roof has collapsed. (SM; interviews; Letsinger)

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52NC-Age Harrell and Hughes General Dentistry Office

140 McCabe St.

1980-90s

The 1-story gable on hip roof building has vertical board siding, a brick foundation, wide eaves, and vertical windows.

53C St. Paul's Methodist Episcopal Church and Annex

106 W. Martin Luther King Dr.

1906

The magnificent Classical Picturesque church was designed by Wilmington architect Henry E. Bonitz. Built of rusticated concrete block, the church exhibits two corner towers, a high hip roof with side dormers, tall decorative chimney stacks, wide overhanging bracketed eaves and bands of rectangular stained glass windows. Each tower has a pair of double doors in the front and side faces with leaded glass upper panels and transoms. Walls have high smooth concrete block dado and smooth block quoining. The center facade between the two towers has a front cross-gable with brackets. The west tower, a bell tower, has tall louvered ventilators; the east tower has shorter louvered vents. The marble cornerstone reads: "St. Pauls M.E. Church South/ Organized 1878/Cornerstone laid/ A.F.& A.M. Nov. 27, 1906/ G.A. Nicholson & Son Builders/1907." Two 1-story additions have been added to the rear, the larger of which is built of concrete block.

The congregation was organized in 1884 as Ashpole Mission, which changed to Shoe Heel Mission by 1887. The name changed to St. Paul's about the time the present building was completed in 1906. (SM; interviews; Cornerstone; Eastern Guide Book)

a. **NC Annex.** 1979. 1-story hipped roof, yellow brick building of complimentary design. Connected to church by a covered walkway. The educational building was designed by Jordan, Snowdon and McVicker, Architects-Engineers of Laurinburg, N.C. (Letsinger; Eastern Guide Book)

54NC-Age Lumbee Guaranty Bank

110 W. Martin Luther King Dr.

ca. 1990

The 1-story brick bank with gabled roof is built in the Colonial Revival style.

55NC-Age Bill's Gas Station

SW corner of Martin Luther King Dr. and N. Patterson St.

1950s-1970s

The 1-story brick and concrete building with plate glass windows was built in two sections. The east 3 bays may be the original gas station dating from the 1950s or 1960s, whereas the west end appears to be a 1970s convenience store addition. A canopy covering the gas pumps stands in front of the building. The property is currently vacant.

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56C former Smitty & Bob Dry Cleaning

103 E. Martin Luther King Dr.

1940s

The 1-story front gable concrete block building with PermaStone facade has a stepped brick parapet, pilasters, replacement windows, and exposed rafter tails. A very successful African American dry cleaning store once operated in the building. It is presently a seafood market and restaurant owned by John and Brenda Wright. (interviews)

57C Burn's Garage

105 E. Martin Luther King Dr.

early 1920s

The large 1-story, 3 bay, front-gable brick garage has exposed boxed rafter tails, a tin v-crimp roof, 6/6 sash windows with wooden sills, replacement metal display windows with brick sills and a garage door on the front facade. Interior walls and ceiling are beadboard.

Angus H. Currie had this built as an auto repair shop. The garage has been occupied by various owners including Gaston Drennan, James Drennan, and Bob Burns, who presently owns it. (SM; interviews)

a. C Outbuilding. 1940s. 1-story concrete block building with brick beltcourse, 3 garage bays with v-crimp metal doors and modern metal casement windows on rear.

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Section 8: Statement of Significance

Summary:

The Maxton Historic District, containing forty-four well-preserved commercial buildings, railroad structures, churches and houses dating from the mid-1880s to the late 1940s, is eligible for the National Register under Criterion A as a well-preserved commercial and residential core of one of the most intact turn-of-the-century railroad towns in Robeson County and in the Sandhills region of North Carolina. The town began as a railroad depot named Shoe Heel on the Wilmington, Charlotte and Rutherford Railroad, which came through in 1862. The village prospered as the naval stores and lumber industries exploited the vast pine forests surrounding the area. In 1884 the Cape Fear and Yadkin Valley Railroad connected Maxton with Fayetteville and the South Carolina line, placing Maxton at the junction of two important rail lines. In 1887 the town name changed to Mack's Town (shortened to Maxton) for the many Scottish Mc and Mac names in the community. Like many post-Civil War railroad towns, Maxton boomed from the late 1880s into the early twentieth century as a mercantile center with a cotton market. Later, the rapid movement of cantaloupe, watermelon, and strawberries by truck to the railways strengthened Maxton's agricultural base in the early twentieth century. The densely-developed district flanks both sides of Patterson Street and extends along several intersecting streets.

The Maxton Historic District is also eligible for the National Register under Criterion C for its significant collection of brick commercial buildings, most dating from the late 1890s to the 1920s, railroad-related structures, churches, and houses of Queen Anne, Colonial Revival and Neoclassical Revival styles. The pivotal building is the brick flatiron Patterson Building designed by architect Clint Parrish for the Bank of Robeson in 1911. Other exceptional brick commercial buildings include the Maxton Supply Company building on Central Street along the railroad tracks, the A.J. Cottingham Store at 127-129 N. Patterson Street, and the ACME-McLean Store at 204-210 McCaskill Street. The R.L. McLeod House at 143 W. Graham Street, and the A.J. McKinnon House, 301 Florence Street, are impressive examples of the Neoclassical Revival style of the early twentieth century. The First Presbyterian Church at 305 N. Patterson Street is an imposing brick Gothic Revival structure featuring corner entrance tower with crenellated battlements.

Historical Background and Community Development Context:

Robeson County, formed in 1786, was settled largely by Highland Scots moving westward from the Lower Cape Fear region of North Carolina. As early as 1740, immigrants were settling in the area as they followed the Cape Fear River and its tributaries from Wilmington. Settlers established small, self-sufficient farms and used the abundant pine trees in the area to produce tar, pitch, and turpentine in the eighteenth to nineteenth centuries.¹ Settled early in the county's history, Lumberton, named for the Lumber River, became the county seat and a trading center of Robeson County after its founding in 1788.

Between 1857 and 1861, the long straight tracks of the WC&R railroad linked Wilmington, Charlotte, and Rutherford by way of Lumberton, Rockingham and Wadesboro. The railroad constructed the Shoe Heel Depot

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in 1862 at the cross roads of the New Bridge and Floral College dirt road. Development of Maxton began with the construction of this depot, named for the nearby creek, and at a later date as Quehele (perhaps Gaelic for Shoe Heel). Although the railroad operated during the Civil War and the Shoe Heel Depot served the area, a town did not develop until after the war when naval stores and lumber industries exploited the surrounding pine forests. In 1865 the firm of Hayes and Strong from Toledo, Ohio established the first store in the community for those who worked in the turpentine industry, the chief industry at that time.² It was not until after the Civil War when pine trees were being cleared that farmers in Robeson County were able to take advantage of the flat terrain and rich soil of the area to farm.

After the Civil War, sharecropping and tenant farming became commonplace on large farms in North Carolina. The Maxton economy was largely founded on the establishment of "time stores," a credit-retail system. Because credit was not directly available to the farmer, banks extended credit to merchants who then extended credit to the farmer until harvest time. Repayment to the merchant was guaranteed by requiring the farmer to raise those crops easily converted to cash, like cotton or tobacco. The potential arising from the railroad, fertile land, and timber resources encouraged people such as J.C. McCaskill, Frank Henderson, J.A. McLean, and B.F. McLean to move into the community by 1869.³

The WC&R railroad, which became the Central Carolina Railroad in 1873, was extended through to Charlotte in 1874. Soon after this change, a more permanent depot was constructed in Maxton (Shoe Heel) which promoted the town as an important trade center. In 1880, the Central Carolina Railroad was acquired by the Seaboard Air Line Railroad.⁴

In recognition of its development as a trading center, the town of Shoe Heel, population of 200, was incorporated in February 1874 by the North Carolina Legislature. In 1875, the businesses of E.L. McCormic, J.C. McCaskill, Dr. Croom's Drug Store, and B.F. McLean & Co. were situated on the town square. The town also had a turpentine distillery, a cooperage, Lewis Lilly's barber shop and a number of private homes at this time. In 1876, the town, one mile square, was laid out by surveyor Malloy Patterson. Patterson measured off one half mile in each direction, north, south, east and west, from the center point of the town which was determined to be the junction of the original Red Springs (Patterson Street) and Laurinburg (McCaskill Street) roads with the Carolina Central Railroad.⁵ The plat apparently no longer exists. Laid out in a grid pattern, the present plan varies little from the 1876 configuration. "Stores began to spring up, including a carriage and harness shop, a general mercantile store, and a millinery shop. The first row of business houses [now the site of Maxton Supply Company] was built facing the railroad, and this area, where the dirt road to Centre Church crossed the railroad

² McLeod, R.L.; Philip Letsinger.

³ Letsinger, Philip S., Inventory of Historic Architecture of Maxton, North Carolina; Fred Croom, "The Story of Maxton," *The Maxtonian*, February 26, 1956.; Lefler and Newsome, p. 494; McLeod, R.L.

⁴ *Wilmington (N.C.) Star*, March 2, 1894; Letsinger, Philip S.

⁵ Letsinger, Philip S.; McLeod, Mrs. R.A., "History of Maxton, North Carolina," paper reprinted in *The Robesonian Historical Edition*, February 1951 and 1971.

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to Charlotte, became the village square.”⁶ The earliest surviving frame structure is that of the circa 1885 Gilbert Patterson Law Office which presently stands at the southwest corner of Graham and Florence streets. It was moved from Patterson Street in 1972 and is presently occupied by the Maxton Historical Society as a museum.⁷

When the Cape Fear and Yadkin Valley (CF&YV) Railway arrived in 1884 on its way from Fayetteville to the South Carolina state line, Maxton became the first community in Robeson County to have two railroads. Also at this time, shorter lines serving the lumber industry were developed. The increase in railroad activity provided a huge boost to Maxton’s economy. The CF&YV Railway Freight Warehouse (38C) was built beside the tracks when it arrived. The warehouse is the oldest remaining railroad building in Maxton. In 1893, the one-story warehouse had a two-story ticket office on the east and a cotton platform on the west side. Today, the warehouse has been extended by two west additions and the cotton platform and ticket office are gone. In 1893 the Central Carolina Railroad (CCRR) had a similar warehouse with ticket office surrounded by a cotton platform south of the tracks. In the late 1890s two cotton platforms stood east of Patterson Street; one between the two sets of railroad tracks and the other on the north side of the CF&YV tracks.⁸ In 1900, the Seaboard Air Line (SAL) Railway took over the CCRR and the CF&YV joined the Atlantic Coast Line (ACL) Railroad.⁹

In the mid-1880s, Maxton had a population of 500 with churches and schools, fourteen stores, and a steam grist mill. Cotton, corn, shingles, lumber, naval stores, and sweet potatoes grown in the Maxton vicinity were stored in Maxton’s warehouses and shipped to market on its two rail lines.¹⁰ In 1887 the town name of Shoe Heel was changed to Mack’s Town (shortened to Maxton) for the many Scottish Mc and Mac names in the community. At this time the population included the McCormicks, Shaws, McKinnons, McRaes, McGirts, Pattersons, McLeans, Wilkersons, and McBrydes.¹¹ Many of these families left their nearby farms, rented them to tenants, and moved to Maxton to take advantage of the business opportunities.¹²

Maxton continued developing as a center of cotton, timber and naval stores trade. At the end of the 1880s and early 1890s, Maxton experienced another surge in growth with the establishment of several cotton gins and a spinning mill that started in 1893. Machine shops were organized. A brick hotel, the McCaskill House, opened in November of 1889 (later the Maple Shade Hotel; demolished in the 1950s). The *Maxton Union* newspaper noted in 1889 that fourteen dwellings were built in Maxton in that year and there were no vacant houses in town. It also noted that Maxton citizens built four brick stores, one town hall, one frame store; improved or enlarged nine other buildings; finished a half built church; and built eight smaller dwellings occupied by African Americans.¹³ In

⁶ LaMotte, Edward A., “Enter Into His Gates” *History of the First Presbyterian Church, Maxton, NC, 1878-1958* (Maxton: First Presbyterian Church; 1958).

⁷ Maxton North Carolina 1874-1974 Centennial Book, 1974.

⁸ Sanborn Fire Insurance Maps, 1893 and 1898.

⁹ Letsinger, Philip S.

¹⁰ *All About Robeson County*, 1884.

¹¹ McLeod, Mrs. R.A.

¹² Sharpe, Bill.

¹³ Maxton Union, 1889.

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May of 1891 a fire destroyed part of the business district. That June, town commissioners decided that no more wooden buildings would be erected in the business district of Maxton.¹⁴ By 1911, all buildings in the business district except for liverys and warehouses were constructed of brick.¹⁵

By 1894 Maxton contained approximately twenty-five stores that supplied goods and bought cotton and other salable products from a large rural area. Maxton had one turpentine distillery, one saw-mill, two carriage factories, a sash, door and blind factory, machine shops and foundry, an almost complete cotton yarn factory, and the usual supply of blacksmith shops, shoemakers, butchers, and barbers. When cotton began selling at low prices in the 1890s farmers in the county turned to bright leaf tobacco as a substitute money crop. Maxton, as it was so heavily invested in cotton, never became a tobacco market like the neighboring communities of Lumberton, Laurinburg, and Red Springs.¹⁶

The largest and oldest commercial building surviving in Maxton is the two-story brick Maxton Supply Company located on West Central Street, built in three stages between circa 1887 and 1910. In 1897 J.W. Carter bought the E.L. McCormac's frame store at the corner of Central and Patterson streets. By 1898, Carter had built a new two-story brick general store, adding a second section in 1905 and a third in 1910. After the last addition in 1910, Carter advertised the building as the largest retail store in the town. J.W. Carter and his wife deeded the property to J.W. Carter Company in 1915, which later deeded it to Maxton Supply Company in 1939.¹⁷ Maxton Supply Company operated a hardware store, a funeral home and a movie theatre in the building.

In North Carolina the largest single cash crop prior to 1920 was cotton and Robeson County was among the leading producers in the state.¹⁸ Cotton trading was responsible for many of the fortunes in Maxton. The Elba Manufacturing Company, a cottonseed oil and fertilizer factory developed in 1908 and was the largest in the country in 1923, producing 120 tons of cottonseed per day.

Other money crops brought in by trucks were introduced and made possible by the good rail facilities. A.J. McKinnon encouraged farmers to produce less cotton and more food to force cotton prices up. McKinnon himself introduced the first cantaloupes to market in 1898. Watermelons and strawberries also were shipped from Maxton in large carloads in the early 1900s. T.B. Pace and John Leach were among these early fruit farmers.¹⁹ The Sash and Door factory began producing between 50 to 70,000 melon crates per year to package these new crops.²⁰

¹⁴ Letsinger, Philip S.

¹⁵ Sanborn Fire Insurance Map, 1905, 1911, and 1919.

¹⁶ *Wilmington (N.C.) Star*, March 2, 1894.

¹⁷ 1915 Deed, Book 6L,105; 1939 Deed, Book 9E,121.

¹⁸ Lefler and Newsome, pg.544.

¹⁹ Letsinger, Philip S.; *Wilmington (N.C.) Star*, March 2, 1894.

²⁰ Letsinger, Philip S.

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By 1905, a stylish frame Union Passenger Depot was built west of Patterson Street in front of Maxton Supply Company and was situated between the two recently consolidated railroad lines. Two warehouses and a large cotton platform stood between the two tracks on the east side of Patterson Street in 1905. Except for the cotton platform, the two warehouses on the east side of Patterson Street remained until sometime after 1925. In 1913, the brick Maxton Union Station (40C) was constructed on the south side of the SAL tracks, replacing the earlier frame depot, which sat to its east. Circa 1915, the Seaboard Air Line Railway Freight Warehouse (47C) with wraparound platform was constructed on the east side of Patterson Street and the south side of the SAL railroad tracks.

The town of Maxton evolved from a market into a town with modern amenities at the turn of the century. In 1898, A.J. McKinnon, Gilbert Patterson, and J.W. Carter formed a telephone exchange company which operated out of the second floor of the Currie & Patterson Company building at 120 N. Patterson Street (21C). Maxton organized its first bank, the Bank of Maxton, in 1900. Prominent businessmen built large homes close to the center of town. A.J. McKinnon who found his fortune in cotton and truck farming built his two-story Neoclassical Revival house at 301 Florence Street (1C) circa 1905. Successful lumberman R.L. McLeod built an even grander two-story Neoclassical Revival house across the street at 143 W. Graham Street (36C) just three years later. In 1906, the Presbyterian and Methodist Episcopal congregations both built impressive churches in town. In 1908, bonds were sold for the installation of a water and sewer system, and the Bank of Robeson was organized in 1909. J.Archie Patterson erected the Patterson Building (18C) as the office for the Bank of Robeson in 1911. Soon after, the clock tower was added at a cost of \$1,500, paid for by private subscriptions.²¹

By 1911, the 100 block of N. Patterson Street, the business center, was lined with handsome pressed brick front stores. Much of this block consisted of general merchandise, dry goods, grocery stores, and barber shops. By the 1920s, commercial development expanded up Main Street (present McCaskill Street). North of the intersection of Graham and McCaskill Streets, residential development began.

During the early twentieth century, a result of the Jim Crow laws, black-owned businesses were segregated from main street. Several African American-owned businesses, which survive today, began developing along the 200 block of East Wilmington Street during the 1910s. In the early 1920s, Gaston McKoy moved his grocery store on Patterson Street to a new building in the 200 block of E. Wilmington Street. Ed Ziegler, a one-legged black shoemaker had his store in this block, also in the early 1920s. Other businesses along this block included a barber shop, a restaurant, and offices. Since then, the eastern part of Maxton along E. Sanders (E. Martin Luther King Drive), E. Central, E. Wilmington, and E. Graham streets has been the African American area.

Therefore, by the 1920s, Maxton's character as a railroad town was fully evolved. With its village square formed by the junction of two important roads at the railroad tracks, Maxton possessed a plan quite different from the typical grid plan of most railroad towns. Today, the town has changed little. Its small size, the continued

²¹ McLeod, Mrs. R.A.; Philip S. Letsinger

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prominence of the Union Station and two railroad warehouses, and the historic commercial buildings, including the flatiron Patterson Building, grouped around the tracks, make Maxton the best preserved railroad town in the Sandhills of North Carolina.

The United States census reported little change in Maxton's population between 1910 and 1930. As cotton trading continued into the 1920s, local businesses continued to be agriculturally related with the sale of fertilizer, equipment, staple groceries, and clothing. Through World War II, local businessmen also sought profit in the trade of railroad ties, telephone poles and cross arms. Road construction through Maxton was spurred by the North Carolina Highway Act of 1921. Most of the major streets in the town were paved in 1924 and 1925. Sidewalks and other street improvements were also put into place.²²

Maxton's economy began to deteriorate even before the Great Depression began in 1929. Progress of the 1920s was clouded by the sharp drop in farm prices between 1920 and 1922 and the closing of the Bank of Maxton in 1924. Planing mills and sash, blind and door factories gradually closed as local timber became depleted. The Bank of Robeson went bankrupt in the Depression of 1931 after struggling with Maxton's economy through the 1920s.²³

Following the Depression, the major development in the Maxton area was the establishment of the Laurinburg-Maxton Army Air Base in 1942. Costing eleven million dollars to construct and spanning more than 5,000 acres, the Laurinburg-Maxton Army Air Base was one of the largest glider bases in the world at the time. The base played an important role in World War II as a training base for some 20,000 glider pilots and crewmen practicing for campaigns in Burma, Africa, Sicily, and Normandy. During the rest of the war, Maxton boomed as local stores did record business and every available room in homes and stores was rented to families of servicemen. Construction offices for the air base were located on the second floor of the ACME-McLean building at 204-210 McCaskill Street (34C). The air base closed in 1946 but was developed as an industrial park by the towns of Laurinburg and Maxton in the 1950s.²⁴ In the late 1950s and 1960s, the county's stable agricultural base declined further and has never bounced back.

Demolitions and railroad track removals in the 1960s and 1970s threatened to destroy the historic character of Maxton's business district. In the 1960s, the two-story ticket office attached to the west side of the CF&YV Freight Warehouse was torn down. In 1967, the Atlantic Coast Line Railroad and the Seaboard Air Line Railroad merged into the Seaboard Coast Line Railroad. The northern set of tracks (the ACL tracks) were taken up shortly after the merger. The CSX railroad took over the tracks through Maxton in the 1970s and is still in operation today, sending numerous freight trains through town daily, without a stop. The Maxton Public Housing Authority demolished many houses in the African American area of east Maxton for fifty housing units in 1968. A number of buildings have been demolished since the 1970s as businesses followed to take advantage

²² Letsinger, Philip S.

²³ McLeod, Mrs. R.A.

²⁴ McLeod, Mrs. R.A.; Philip S. Letsinger

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of the traffic along N.C. 130/71. The imposing 3-story Bank of Maxton building located at the southeast corner of Central and Patterson streets was demolished in 1970.

Since the late 1970s Maxton has struggled to maintain its historic character. The town commissioned architect Philip Letsinger to conduct a historic architecture inventory study in 1979. Letsinger produced a very thorough publication, *Inventory of Historic Architecture of Maxton, North Carolina*. In the mid-1990s the town published a study recommending appropriate changes to historic buildings to enhance their historic architectural features. In 1997, the landmark Patterson Building was completely restored as the Town Hall. The town's current preservation effort is the listing of the town core to the National Register of Historic Places in an effort to provide protection to the district and make its contributing buildings eligible for Federal and State rehabilitation tax credits.

Architecture Context:

The unique architectural and civic character of the Maxton Historic District derives from three sources. The most basic source is the distinctive street plan, with two main streets merging in front of the railroad tracks, thereby creating a village square. Secondly, Maxton retains more of its railroad character than any other town in the region. The Union Depot and two frame warehouses stand along the tracks, and a number of turn-of-the-century stores with cast-iron storefronts face the tracks and Patterson Street. Thirdly, the commercial district retains not only a number of landmark buildings, but also the modest connective buildings which convey the early twentieth century.

The standard town plan of a railroad town consists of the tracks paralleling or bisecting the main street, with secondary streets laid out in a grid pattern. Such a geometric layout creates no town focus, such as towns laid out as county seats receive from the central courthouse square. Because the Wilmington, Charlotte and Rutherford Railroad tracks crossed just in front of the intersection of two important roads, the road to Centre Church and the road to New Bridge and Floral College, the new town had a civic focus from the beginning, unlike regional towns such as Laurinburg and Red Springs which evolved as regular grid plans.

Maxton retains its railroad character by default, since its economy never fully recovered from the downturn of the 1920s, when the town stagnated. Maxton remains a small town with particularly handsome architecture. The effect of the landmarks of the early twentieth century erected in such nearby towns as Laurinburg and Lumberton is diluted by development and alterations brought by growth, while Maxton's landmarks still dominate. Several other towns in the area, created by the two railroads which gave birth to Maxton, have lost their railroad character. Laurinburg, built along the Wilmington, Charlotte and Rutherford (WC&R) Railroad, retains only one freight warehouse out of its collection of railroad buildings. The town also continued to grow in the twentieth century, as the county seat, and therefore possesses a mid-twentieth century character. Likewise, Lumberton, also on the WC&R railroad, grew through the last half century, wiping out the railroad character of its larger, grid-patterned commercial district. Red Springs, built along the Cape Fear and Yadkin Valley Railroad, remains

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the same size as during its railroad heyday, but the depots and warehouses no longer exist.

Commercial prosperity was often measured by the use of iron fronts or other manufactured metal trim on a town's commercial buildings. Popular cast-iron or metal features included Italianate and classical motifs on columns, arcades, cornices, and quoins. The Mesker Company of St. Louis, Missouri and Evansville, Indiana was one of the major national manufacturers of metal fronts in the late nineteenth and early twentieth centuries. The company profited from its success throughout North Carolina as it transported by rail a variety of storefronts ranging from entire facades in single to triple sizes or just lower shopfronts from their factory. The storefronts were assembled on site and came complete with the company's emblem.²⁵ In the Maxton Historic District, the former Maxton Post Office (35C) at 221 McCaskill Street retains a Mesker & Co. cast-iron storefront consisting of a dentiled lintel and pilasters with foliage pattern. Several of the state's larger late- nineteenth century towns retain entire facades of ornate cast-iron. The cast-iron facade of the MacRae-Otterbourg Building in Wilmington is among the most elegant and decorative in the state. Introduced as early as 1851, the cast-iron storefronts in Wilmington are generally earlier than those in Maxton. However Maxton's collection of lower shopfronts of cast-iron are unrivalled in the Sandhills section of North Carolina.

While the Maxton Historic District contains buildings typical of the period, Maxton's major landmark, the Patterson Building, is unique. The building owes its existence to the newly ambitious banking industry and to the inherent drama of the wedge-shaped site on Maxton's square. The bank architecture that appeared on main streets in North Carolina after 1900 helped create civic character. "The revival of classicism and the proliferation of financial institutions created a bank architecture whose imagery of temples and vaults invited the confidence of a public only beginning to entrust their money to banking institutions."²⁶ These commercial palaces were typically built on prominent downtown sites at major intersections. The buildings were designed to take advantage of their settings, emphasizing the side and front elevations. The Patterson Building takes full possession of its triangular lot by the placement of its columned entrance beneath the rounded point of the upper facade and the round clock tower. Two banks in the region represent more typical examples of bank architecture. The Bank of Lumberton built in 1914 is an example of the classical vault type that gained monumentality by its facade of paired Corinthian columns. The 1903 coursed yellow brick Branch Banking Company Building in Wilson asserts an image of prosperity and solidarity through its Renaissance Revival style.

Rockingham architect Clint Parrish, who is believed to have designed the Patterson Building, may have been influenced by Beaux Arts architects such as Daniel Burnham, who designed the most famous flatiron building in the United States, the 1902 Flatiron Building of New York. Burnham, the master architect of the 1900 Chicago World's Fair, was responsible for changing the course of civic architecture for a generation. The style's propensity for grandiose monumentality, and its skillful use of space to orchestrate a hierarchy in the progression of space, transformed many American towns. Beaux Arts monumentality typically appeared in public buildings such as courthouses and in such palaces of commerce as banks. When Parrish was presented with the triangular

²⁵ Bishir, Catherine. *North Carolina Architecture*, 329-330.

²⁶ Bishir, Catherine. *North Carolina Architecture*, 404.

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lot that faced Maxton's main square, he created a suitable town focus with his small but grand Bank of Robeson, later named the Patterson Building for the original owner. The citizens' campaign to add a clock tower to the building indicates their understanding of the significance of the building as the focal point of Maxton's business district.

Although other commercial buildings in North Carolina towns occupy triangular sites at the forks of streets, none of these possesses the monumentality of the Patterson Building. Most of these, like the Liberty Point building in Fayetteville, built in the 1830s, and the Trust Building in Durham, built in the 1910s, follow the wedge shape of the parcel but retain an entrance facing the side street, rather than, like the Patterson Building, having the entrance located on the point to dramatize the unusual location. The eight-story brick Flatiron Building in Asheville, designed by Albert C. Wirth in 1925, may be the only other grand example of flatiron architecture in North Carolina. Most towns' traditional grid plans did not lend themselves to flatiron buildings. The Maxton Historic District, with its dramatic flatiron building, railroad architecture, and other complementary historic fabric from its commercial heyday, is one of the most architecturally significant towns in North Carolina's Sandhills region.

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Maps:

Robeson County Tax Map of Maxton, North Carolina, Map No. 4 and 6, 1977.

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Section 10: Geographical Data

Verbal Boundary Description:

The boundaries of the district are shown by a black line on the accompanying map, drawn at a scale of 1" = 100 feet. The map is a composite of Robeson County Tax Maps of Maxton, No. 4 and No. 6, mapped on December 1, 1977.

Boundary Justification:

The boundaries are drawn to include the densest concentration of contributing resources in the historic core of Maxton. Boundaries follow streets, the railroad tracks, and property lines with the following exceptions: Parcel 24, containing the Robert McLeod House, only the house, garage and smokehouse and residential setting are included; Parcel 25, containing the First Presbyterian Church, only the church building with annexes and separate meeting house are included.

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Photographs:

The following information pertains to all photographs:

Photographer: Ruth Little or Michelle Kullen

Date: May 1998

Location of negatives: North Carolina Historic Preservation Office, Raleigh

- A. R.L. McLeod House at 143 W. Graham Street, looking north.
- B. North elevation of the west section of the J.W. Carter Co.-Maxton Supply Co. building at 123 N. Patterson St., looking south.
- C. ACME-McLean Building at 204-210 McCaskill Street, looking northeast.
- D. Patterson Building at the intersection of Patterson Street and McCaskill Street, looking northeast.
- E. 200 Block of north side of E. Wilmington Street, looking northeast.
- F. former Maxton Union Station at 127 W. Central Street, looking northwest.
- G. General view of J.W. Carter Co.-Maxton Supply Co. building and the Cape Fear and Yadkin Valley Railroad Freight Warehouse, looking northwest from railroad tracks on east side of Patterson Street.
- H. Seaboard Air Line Railroad Freight Warehouse on E. Central Street, looking west.
- I. Commercial building with cast-iron storefront at 131 N. Patterson Street, looking west.
- J. 100 Block of the east side of N. Patterson Street, looking northeast.
- K. General view of the 100 Block of N. Patterson Street (east and west sides) looking north to Patterson Building.
- L. Non-contributing resource, the Medicine Shoppe at 102 N. Patterson Street, looking southeast.
- M. St. Paul's Methodist Episcopal Church at 106 W. Martin Luther King Drive, looking north.

