

# INDIVIDUAL PROPERTY FORM FOR

MULTIPLE RESOURCE OR  THEMATIC NOMINATION  
Wilson County

## 1 NAME

HISTORIC

Lucama Municipal Historic District

AND/OR COMMON

## 2 LOCATION

STREET & NUMBER

See Continuation sheet

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Lucama

VICINITY OF

Second

STATE

CODE

COUNTY

CODE

North Carolina

Wilson

## 3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input checked="" type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input checked="" type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT	<input checked="" type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS N/A	<input checked="" type="checkbox"/> YES RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER

## 4 OWNER OF PROPERTY

NAME

Multiple Ownership - see continuation sheet

STREET & NUMBER

CITY, TOWN

STATE

VICINITY OF

## 5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,  
REGISTRY OF DEEDS, ETC

Wilson County Courthouse

STREET & NUMBER

Nash Street

CITY, TOWN

STATE

Wilson

N. C.

## 6 FORM PREPARED BY

NAME / TITLE

Kate Ohno, Preservation Consultant to Wilson County November 5, 1981

ORGANIZATION

DATE

Survey & Planning Branch, Division of Archives & History (919) 733-6545

STREET & NUMBER

TELEPHONE

109 E. Jones Street

CITY OR TOWN

STATE

Raleigh

N. C. 27611

## 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input checked="" type="checkbox"/> MOVED DATE <u>c. 1974</u>
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		(depot)

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DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Lucama, a small railroad town located amid fertile farmland in southwestern Wilson County, has a variety of fine, intact examples of late nineteenth and early twentieth century commercial, residential, and ecclesiastical architecture. The Lucama Municipal Historic District contains a majority of the pre-1930s building fabric in the town and is comprised of 65 parcels of land in an area roughly defined by Black Creek Road and Goldsboro, Main, and North Railroad streets. Most of the buildings in this multiple use district are one and two-story frame residences situated on medium to large-sized lots along tree-lined streets. A majority of the houses date from about 1890 to 1930, although there are some post-1945 fill structures. An early twentieth century frame church is also located in the residential part of the district. Included in the district is a small commercial area centered around the intersection of the Seaboard Coastline Railroad with the northwestern end of Main Street. Of frame and brick construction, the buildings in this area are situated on narrow lots with shallow setbacks, and a number retain their original appearance. Nearly 80% of the 53 structures in the district contribute to its historic and architectural significance, and of these 17% are pivotal properties. Only 8% of the buildings in the district are fill, while 12% are intrusions.

The two-story frame commercial buildings, the oldest in the commercial area, are excellent examples of Lucama's early architecture. The c. 1890 Will Davis Store at the northwest corner of Main and Spring streets (#29) is particularly notable for its completely intact street-level facade and entrance flanked by colonettes; while the c. 1890 Jesse Lucas Store on North Railroad Street (#12) features original six-over-six windows and at least one early door. Two one-story frame saloons, both located on North Railroad Street (#15 and #16-17), are also representative of the town's non-residential frame architecture, as is the Lucama Depot, built around 1905 to replace an earlier depot on the site along South Railroad Street (#20). The depot, a one-story board-and-batten structure with a gable roof supported by curved brackets, is considered to be one of the most significant structures in the town. The depot was moved about 200 feet northeast of the railroad tracks to its present location and remodeled in 1974 as offices for an oil company.

The contributing brick commercial buildings in the district, all of which are one story, exhibit fairly typical interpretations of late nineteenth and early twentieth century stylistic modes. Distinguishing characteristics of these structures include facade windows set into simple rectangular or arched enframements, and corbelled frieze and cornice decorations. The Kinchen Barnes and W. J. Newsome stores, built around 1900 at the southeast corner of Main and South Railroad streets (#22-23; #24), are the most stylistically sophisticated of Lucama's commercial buildings, displaying a series of broad arches which punctuate the facade. The three structures at the northeast corner of North Railroad and Main streets (#13) are more typical of early twentieth century small-town commercial architecture and display such elements as recessed frieze panels, corbelled cornices, and segmental arch windows and doors.

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The residences in the historic district can be divided into broad stylistic categories, including Victorian, Colonial Revival, and Bungalow, which roughly coincide with specific time periods in the town's history. A majority of the houses are intact, the most commonly-made changes being the alteration or replacement of porches, doors, and windows. The earliest residences in Lucama are cottages which display elements of Victorian architecture and date from 1887 to about 1905. One of the oldest residences in the town is the Lousetta Newsome House at the southwest corner of Spring and Main streets (#31). The one-story frame dwelling was built in 1887, before the town was incorporated, and has a three-sided bay window on the Main Street elevation and sawnwork ornament on the porch. The Ed Newsome House at the northwest corner of Campbell and Main streets (#34) is another one-story frame Victorian example from about 1887 which is similar in appearance to the Lousetta Newsome House. Considerably more elaborate Victorian residences in the district include the one-story, frame Ambrose Lucas House at the northwest corner of North Railroad and Newsome streets (#3), which was built around 1900 and features multiple cross gables and a porch with fine sawnwork and turned ornament; and the c. 1900 Lucas-Bass House on Black Creek Road opposite Goldsboro Street (#50), a one-story structure which has five cross gables, decorative sawtooth shingles, and three-sided bays with turned spindlework ornament at each corner of the facade.

Modest-sized Colonial Revival cottages which combine the asymmetrical massing of Victorian homes with simple classical detailing are the most prevalent type of residential structures built in the district between about 1900 and 1915. These frame houses, all of which are one-story, include a house on Goldsboro Street from about 1905 (#47) which features a hipped roof and a wrap-around porch with Doric columns; and the Lafayette Lucas House on Black Creek Road (#52), constructed around 1910 and exhibiting features similar to #47. More fully-developed examples of the Colonial Revival style are the one-story Joe Bass House on Main Street (#39), designed in 1911 by Wilson architect Charles Benton and featuring a flared hipped roof and a central dormer commonly seen with the Colonial Revival style; and the Dr. Isaac Lamb House, a two-story dwelling built around 1906 at the southwest corner of Main and Campbell streets (#35) which has a similar overall roof form and a pedimented dormer.

Several Bungalow style homes were built in Lucama in the late 1910s and 1920s. The best example of this stylistic mode in the historic district is the Dr. Ben Hackney House at the southeast corner of Main and Spring streets (#65). This one-and-a-half-story brick residence was built around 1922 and features a gable roof, a flared and molded door surround, and a porch and porte-cochere with molded columns set on brick plinths typical of the Bungalow style. Two storage buildings contemporary with the house are also located on the property. The one-story, frame Campbell House on Goldsboro Street (#46) is another good example of the style, featuring a gable roof with wide overhanging eaves, a shingled

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central dormer, and a porch similar to that of the Hackney house.

In addition to commercial buildings and residences, one church building constructed around 1915 is included in the historic district. The Lucama Methodist Church, located at the northeast corner of Main Street and Black Creek Road (#56), is a largely unaltered one-story frame structure with stained glass windows topped by peaked lintels and a square central tower featuring three small rose windows. This small country church, traditionally a focal point of religious and social activities in the community, houses the area's first Methodist congregation.

Because the depression era severely affected the growth of Lucama, few new buildings were constructed within the town limits until the late 1940s. Over time, the absence of development pressures has enabled the town to retain much of its historic architecture. Several of the post-1945 structures within the boundaries of the historic district are Colonial Revival homes, which are classified as fill, and mobile homes, which constitute intrusions. These buildings represent only about 20% of the total number of structures in the district and do not greatly detract from its overall historic character.

The structures in the district, of course, are closely related to the surrounding environment. Archaeological remains, such as trash pits, wells, and structural remains, which may be present, can provide information valuable to the understanding and interpretation of the properties in the district. Information concerning use patterns, social standing and mobility, as well as structural details are often only evident in the archaeological record. Therefore, archaeological remains may well be an important component of the significance of the district. At this time no investigation has been done to discover these remains, but it is probable that they exist, and this should be considered in any development of the property within the district boundaries.

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Key to Inventory List:

P - Pivotal

Structures which, because of their historical associations and/or architectural characteristics, play a central or primary role in establishing the distinctive qualities of the district.

C - Contributing

Structures which, while not pivotal, are supportive of, and add to, the historical and/or architectural characteristics for which the district is significant.

F - Fill

Structures which have neither an especially positive nor an especially negative impact on the general characteristics of the district. They may be similar in form, height, and materials to contributing buildings in the district but cannot be considered contributing because of the date of construction.

I - Intrusive

Structures whose design and/or materials are totally out of character with the historic fabric of the district and which therefore have a definite negative impact on the district as a whole.

Numbering:

The numbering begins with the first structure on the north side of North Railroad Street at the eastern edge of the district and continues along this side of North Railroad Street to the western edge. The numbering then crosses to the south side of South Railroad Street and continues to the southwest corner of Main and South Railroad Streets. The numbering then continues down the west side of Main Street to the northwest corner of Main Street and Black Creek Road. The numbering continues along Black Creek Road to the southeast corner of Goldsboro and Aycock Streets and then down the south side of Aycock Street toward Main Street. The numbering then crosses to the northwest corner of Black Creek Road and Goldsboro Street and continues along the west side of Goldsboro Street to the southwest corner of Goldsboro and Campbell Streets. The numbering then crosses back to the south side of Black Creek Road at its intersection with Goldsboro Street and continues along the south side of Black Creek Road to the southwest corner of Black Creek Road and Main Street. The numbering then crosses to the northeast corner of Main Street and Black Creek Road and continues along the east side of Main Street to the southeast corner of Main and Spring Streets.

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1. Issac Holden Lamm House  
303 North Railroad Street  
1898  
C  
One-story frame house, multiple cross gable wings, porch, with doric columns.
2. Lamm House  
NE corner North Railroad Street & Newsome Street  
1905  
C  
Two story frame house with unusual roof design; top half of roof is hipped with a gable roof framing second story dormers. Three sided bay on first floor sheltered by an attached porch with turned posts.
3. Ambrose Lucas House  
NW corner North Railroad Street  
ca. 1900  
C  
One-story frame house with multiple cross gables, nice sawnwork and turned ornament on porch.
4. House  
207 North Railroad Street  
ca. 1900  
C  
One-story frame house with gable roof and central cross gable. Turned and sawnwork on front porch.
5. House  
205 North Railroad Street  
ca. 1920  
C  
One-story frame house with gable roof.
6. House  
203 North Railroad Street  
ca. 1900  
C  
One-story frame house with gable roof, central cross gable and sawnwork porch ornament.
7. Vacant Lot
8. Vacant Lot



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16-17. Saloon

North Railroad Street  
ca. 1900  
C

One-story frame commercial building with gable roof, original storefront sheltered by shed stoop, diagonal boards form pattern in gable. Shed attached to one side has metal siding.

18. Storage Shed

North Railroad Street  
F

One-story open shed.

19. Vacant Lot

20. Lucama Depot

Rt. 301 S.  
ca. 1904-1905  
P

One-story board-and-batten train station, gable roof supported by curved braces. Moved about 200 feet northeast of railroad tracks to its present location and remodeled in 1974 as offices for an oil company. A one-story frame office, shed, four oil tanks and a one story frame dwelling (ca. 1910) also on the site.

21. Walker and Blake Garage

South Railroad Street  
ca. 1924  
C

One-story brick garage building with raised brickwork.

22-23. Kinchen Barnes Store

SW corner Main Street and South Railroad Street  
ca. 1900  
P

One-story brick commercial building with broad arches punctuating the facade.

24. W. J. Newsome Store

Main Street  
ca. 1900  
P

One-story brick commercial building with broad arches punctuating the facade.

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25. Commercial Buildings

Main Street

ca. 1914

I

Two brick commercial buildings; one two stories high, one one story, united by a common brick facade the result of remodeling in 1975. Not in character with the rest of district.

26. Vacant Lot

27. Commercial Buildings

Main Street

ca. 1924

C

One-story brick commercial building with some raised brickwork with one-story frame commercial building set gable end to street.

28. House

114 Main Street

ca. 1900

C

One-story frame house with exterior end chimneys.

29. Will Davis Store

NW corner Main Street and Spring Street

ca. 1890

P

Two-story frame commercial building set gable end to street; completely intact lower facade, entrance flanked by colonettes, shed wing to one side.

30. House

102 Spring Street

ca. 1890

C

One-story frame house, central chimney, side addition, aluminum siding.

31. Lousetta Newsome House

SW corner Spring Street and Main Street

1887

P

One-story frame house constructed by Rev. Worley for Lousetta Newsome. Three-sided bay window on Main Street elevation, nice sawnwork ornament on porch. Similiar to Ed Newsome House (no. 41).

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39. Joe Bass House  
Main Street  
1911-1912  
C

One-story frame house designed by Wilson architect Charles C. Benton in the Colonial Revival style. Flared hipped roof, central dormer, three-sided cross gable wing. Handsome turned and sawnwork porch.

40. Dr. Read House  
NW corner Main Street and Black Creek Road  
ca. 1900  
C

Two-story frame house, hipped roof, cross gable wing, wrap-around porch with Doric columns.

41. Duplex  
Black Creek Road  
1964  
I

One-story brick duplex not in keeping with the rest of the district.

42. Vacant Lot

43. House  
Aycok Street  
ca. 1900  
C

One story-frame cottage, gable roof.

44. House  
NE corner Goldsboro Street and Black Creek Road  
ca. 1933  
F

One-and-one-half story frame Colonial Revival house.

45. Vacant Lot

46. Ed Campbell House  
306 Goldsboro Street  
ca. 1917  
C

One-story frame bungalow with shingled central dormer and gables flared and molded door surround.



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54. Vacant Lot  
Greenspace

55. Vacant Lot  
Greenspace

56. Lucama Methodist Church  
NE corner Main and Black Creek Road  
ca. 1915  
P

One-story frame country church with square central tower with peaked roof, three small rose windows in tower, peaked window lintels and stained glass windows.

57. House  
401 Main Street  
ca. 1900  
C

One-story frame cottage with exterior end chimney.

58. House  
309 Main Street  
ca. 1900  
C

One-story frame cottage with exterior end chimney, central cross-gable.

59. House  
309 Main Street  
ca. 1900  
C

One-story frame cottage with gable roof. Somewhat altered.

60. House  
305 Main Street  
1947  
F

One-story frame cape cod house.

61. Wiley S. Lamm House  
303 Main Street  
1942  
F

One-story frame Colonial Revival house.

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62. House

SE corner Main Street and Campbell Street  
1908  
C

One-story frame cottage, gable roof, asymmetrical massing, cross-gables, wrap-around porch with sawn and ornament, some replacement windows.

/63. Will Davis House

NE corner Main Street and Campbell Street  
ca. 1900  
C

Two-story frame house, gable roof, central cross gable, single pile with two story rear ell, front porch has been altered but retains some of original turned and sawn ornament.

64. House

203 Main Street  
ca. 1900  
C

One-story frame cottage with gable roof, exterior end chimney, Colonial Revival (ca. 1930) porch.

/65. Dr. Ben Hackney House

SE Main Street and Spring Street  
1922  
C

One-and-a-half story brick bungalow with gable roof, broad shingled cross-gable, flared and molded stone door surround, porch and porte-cochere have molded columns set on brick plinths. Also on property: a frame storage shed and a one story brick storage building contemporary with house.

**8 SIGNIFICANCE**

\_\_\_\_ NATIONAL

\_\_\_\_ STATE

 LOCAL

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input checked="" type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input checked="" type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

1887 - 1930

BUILDER/ARCHITECT

Unknown (see individual entries)

## STATEMENT OF SIGNIFICANCE

Lucama, a small railroad town in the southwestern section of Wilson County, possesses a variety of largely unaltered late nineteenth and early twentieth century commercial, residential, and ecclesiastical architecture. The town, incorporated in 1889, is situated along the Fayetteville Branch of the Wilmington and Weldon Railroad, and grew out of the community originally known as Lucas Crossroads. Enlarged boundaries for the town were established in 1891, and Lucama developed rapidly due to the advent of regular rail service and the presence of fertile fields for the cultivation of bright leaf tobacco in the surrounding rural area. Around the turn of the century, a cotton market and a brick manufacturing concern, which would later become the largest in the county, were established in the town. The Lucama Municipal Historic District is comprised of the majority of the town's earliest commercial and residential architecture, and includes a c. 1904-05 train depot and the church housing the area's first Methodist congregation. The structures in the district mostly date from about 1890 to 1930, and are particularly notable for their architectural integrity and visual cohesiveness.

## CRITERIA ASSESSMENT

- (A) Representative of the development of a late nineteenth century railroad town in North Carolina's central coastal plain, Lucama developed into a modest-sized commercial center along the Fayetteville Branch of the Wilmington and Weldon Railroad.
- (C) The Lucama Municipal Historic District encompasses the most cohesive group of architecturally significant commercial, residential, and ecclesiastical structures in the town. These largely intact buildings were primarily erected between about 1890 and 1930, and reflect the preferred architectural styles during the most significant period in the town's development.

HISTORICAL BACKGROUND

The town of Lucama was founded, like many towns in eastern North Carolina, because of the railroad. During the antebellum period the Wilmington and Weldon Railraod, joining the state's major port and its link with the Richmond and Petersburg Railroad, was one of the most successful ventures of its kind in the state. After Reconstruction the railroad line continued its growth and in 1882 the company began to acquire easements in Wilson County to construct its Fayetteville Branch which stretched from Wilson to Florence, South Carolina.<sup>1</sup> The trackage in Wilson County amounted to 11.46 miles<sup>2</sup> and the line was open for service by December, 1886.<sup>3</sup>

The tracks angled southwest from Wilson toward the Johnston County line through Crossroads Township. The rail line extended north of the Crossroads community (informally christened Lucas Crossroads) near the present site of the Lucama School and Little Rock Free Will Baptist Church. Lucas Crossroads is said to have been named for Lafayette Lucas, one of the first merchants in the area and a pioneer in the cultivation of brightleaf tobacco in the county.<sup>4</sup>

The completion of the railway line in 1886 drew merchants and other interested parties from Lucas Crossroads towards the railroad tracks. By early 1889 enough interest had been generated in the future of the community near the railroad to merit the incorporation of a new town. The town's temporary officers included Calvin B. Capp, mayor, and William R. Davis, Alfred Moore and John H. Lucas, commissioners.<sup>5</sup>

There was some concern over the naming of the new town and Josephus Daniels, then a Wilson editor and a leading North Carolina journalist, is credited with concocting the unusual name. Daniels' version of the story is recounted in the first volume of his autobiography, Tar Heel Editor.

Before the coming of the railroad it was known as Lucas Crossroads. The Post Office Department declined to approve that suggested name. It also rejected Lucas. The organizers of the new town were at their wits' end for a suitable name,

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

Branson, Levi. Branson's North Carolina Business Directory. Raleigh, N.C.: Levi Branson, 1884.  
Connor, R.D.W. History of North Carolina. Vol. 3. New York: Lewis Historical Publishing Company, 1919.  
Nixon, A. The North Carolina Yearbook and Business Directory. Raleigh, N.C.: n.p., 1902.  
Wilson County Deeds, Wilson County Courthouse.

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY approx. 30

UTM REFERENCES

A	117	770630	3948540	B	117	771300	3948760
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
c	117	771050	3947920	d	117	770700	3947930

VERBAL BOUNDARY DESCRIPTION

The proposed Lucama Municipal Historic District, bounded roughly by the north side of Railroad St., the east side of Main St., the south side of Black Creek Rd., and the west side of Main and Goldsboro Sts., is comprised of the most visually cohesive, intact group of architecturally significant commercial, residential, and ecclesiastical structures in the

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and I suggested it be called Lucama, manufacturing that name from the first two letters of the given names of my brother's wife and two of her sisters: Lulie, Carrie and Mary Borden. It pleased the residents because it sounded nearly like Lucas and the Post Office Department accepted the manufactured name.<sup>6</sup>

The newly incorporated town was located at the geographic center of Crossroads Township which was one of the original ten townships drawn up in 1868. By the time the town was incorporated in 1889 the area was already a religious, educational and commercial center. Little Rock Free Will Baptist Church was established in the Elias Barnes Schoolhouse south of the present town on the south side of Black Creek in 1871.<sup>7</sup> In 1880 John H. Lucas deeded a lot near the site of the present Lucama school to the trustees of the Methodist Episcopal Church South and thus founded the town's second oldest church.<sup>8</sup> By 1884 L. F. Lucas had established a general merchandise store in the area<sup>9</sup> and a new school house was built in the same year at the site of the present school.<sup>10</sup> By 1887 a new church had been completed at the present site of Little Rock Church.<sup>11</sup> One year after the town's incorporation, in 1890, the town's population numbered twenty-five.<sup>12</sup> There were four general stores and one flour, corn and saw mill and only one public school teacher is listed as living in town.<sup>13</sup>

By 1891 the growing prosperity of the county and the increasing urban population dictated some political and geographical changes in the town. The town charter was amended by an act of the legislature on March 3, 1891; new town boundaries were established as surveyed by John T. Revell and new town officers were appointed. Under the amended charter Berry Renfrow was appointed mayor and L. E. Newsome, S. H. Peele and W. R. Davis served as commissioners. The position of town constable was created and it was filled by H. B. Lamm.<sup>14</sup>

The amended charter established town boundaries which included 250-1/4 acres which were divided into lots of three to four acres.<sup>15</sup> By 1896 the town's population had grown to include 200 people and fourteen commercial firms served the needs of the expanding town.<sup>16</sup> The increased demand for the bright leaf tobacco that was beginning to be cultivated as the major cash crop in the rural areas surrounding Lucama combined with regular rail service caused the town to grow rapidly. The date of the Lucama railroad depot is unknown, but the town possessed rail service by the turn of the century, for by 1902 the business directory lists a railroad agent in town.<sup>17</sup> The population of Lucama continued to grow in the early years of the new century reaching 236 in 1902 and 350 in 1905 and 486 in 1909. The position of chief of police was instituted by 1902, probably in response to the construction of a dispensary on Railroad Street (where liquor was bottled and sold.)<sup>19</sup> In the same year the town also boasted the services of two boarding houses, two doctors, one druggist, four general stores, one lawyer, one retail grocer, one livery stable, one poultry yard and one brick yard.<sup>20</sup> The bricks manufactured in Lucama have achieved

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a fine reputation in all parts of Wilson County and are named after their manufacturer, Silas Lucas. Lucas' brickyard was in operation by 1902<sup>21</sup> in Lucama and he became the leading manufacturer of brick in the county before his death in 1916.

By 1903 two woodworking shops and a cotton gin had been established in town and a handsome school, the Lucama Institute, opened its doors to pupils in the same year and a new Free Will Baptist church sanctuary was built.<sup>22</sup> In the following year a train wreck disturbed the life of the town. The derailed train destroyed the railroad depot and caused much damage to property. The train wreck resulted in one unexpected bonus for the town. A few months after the wreck cut diamonds were found along the railroad siding and the only logical explanation for their presence seemed to be the derailment. Mysteriously enough, no one claimed the loss of any diamonds in the wreck and diamond fever over the unclaimed stones raged in town for some time. Some of the stones retrieved from the railroad siding are still in the possession of Lucama citizens today. Others sold the diamonds they found, gaining an unusual windfall profit from their discovery. The origin of the diamonds remains unresolved to this day.<sup>23</sup>

A new board and batten depot which still stands today replaced the building destroyed in the train wreck<sup>24</sup> and the town continued to grow. By 1905 two blacksmith's shops were located in town as well as a new saw mill.<sup>25</sup> In the latter part of the decade Lucama developed its own cotton market. By 1906 two cotton buyers were established in town<sup>26</sup> and a documentary photograph, dating circa 1910, shows the intersection of Main and Railroad streets jammed with farmers with their wagons loaded with cotton. The variety of services offered to town residents also increased during this period. By 1906 a local contracting firm, Aycock, Williamson and Hales, was established in Lucama as were two druggists, two fish and meat dealers, one grain and feed firm, a new saw mill and a new lumber dealer.<sup>27</sup> The following year saw the establishment of the Lucama Graded School and an important subdivision of land within the town limits by L. F. Lucas.<sup>28</sup>

Just prior to World War I, in 1912, the town's real estate was valued at \$120,000 with personal property reaching to \$72,000.<sup>29</sup> Eight general merchandise stores flourished as well as a butcher shop, two boarding houses, a cotton gin, a barber shop, livery stables, a lumber mill and the Lucas brickyard.<sup>30</sup> With the easy availability of local building materials, good train service, and land within the town limits for sale, residential building boomed during the first thirty years of the century.<sup>31</sup> In 1914 the Lucama bank was formed, which further aided local investment. By 1915 the town had been provided with telephone service and the local exchange was managed by Z. R. Davis.<sup>32</sup> In the following year three fraternal organizations were founded and the town's first automobile garage was built.<sup>33</sup> Specialized services were provided in the town by a book seller, a jeweler, a photographer, and undertaker and three doctors.<sup>34</sup>

The town continued to prosper during the 1920s, but the depression

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severely hampered the growth of the town and few new buildings were constructed inside the town limits until the late 1940s. The comparatively recent (c. 1939) four-laning of Rt. 301 developed new commercial investment in property fronting on the highway but the opening of the four-lane Interstate 95 on the western edge of Wilson County has considerably detracted from highway business revenues since 1979.

Footnotes

<sup>1</sup>R.D.W.Connor, History of North Carolina, Vol. 3 (N.Y.: Lewis Publishing Co., 1919), 397, hereinafter cited as Connor, History of North Carolina. See also Wilson County Deeds.

<sup>2</sup>A.Nixon, North Carolina Yearbook and Business Directory, (Raleigh: 1902), hereinafter cited as Nixon, Yearbook.

<sup>3</sup>Connor, History of North Carolina, Vol. 3, 397.

<sup>4</sup>Wilson Daily Times (Wilson), August 17, 1962. See also Nannie May Tilley, The Bright Tobacco Industry 1860-1929, (Chapel Hill: University of North Carolina Press, 1948), 144.

<sup>5</sup>Private Laws of North Carolina, 1889, c.209.

<sup>6</sup>Josephus Daniels, Tar Heel Editor, (Chapel Hill: University of North Carolina Press, 1939), 58-59.

<sup>7</sup>"Little Rock Free Will Baptist Church: A One Hundred Year History" compiled by Ralph Barnes and arranged by Kitty Sasser Barnes, unpublished manuscript, 1971, available through Little Rock Free Will Baptist Church, hereinafter cited as Barnes & Barnes, "Little Rock Church History."

<sup>8</sup>John H. Lucas and wife to John G. Copeland, J. E. Denson and Silas Lucas, February 17, 1980, Bbok XVI, 362, Wilson County Deeds, Wilson.

<sup>9</sup>Branson's North Carolina Business Directory, (Raleigh: Levi Branson, 1884), hereinafter cited as Branson's Directory.

<sup>10</sup>Barnes & Barnes, "Little Rock Church History."

<sup>11</sup>Barnes & Barnes, "Little Rock Church History."

<sup>12</sup>Branson's Directory, 1890.

<sup>13</sup>Branson's Directory, 1890.

<sup>14</sup>Private Laws of North Carolina, 1891, c.159.

<sup>15</sup>Private Laws of North Carolina, 1891. c.159.

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- <sup>16</sup> Branson's Directory, 1896.
- <sup>17</sup> Nixon, Yearbook, 1902.
- <sup>18</sup> Nixon, Yearbook, 1902, 1905, 1909.
- <sup>19</sup> Nixon, Yearbook, 1902
- <sup>20</sup> Nixon, Yearbook, 1902.
- <sup>21</sup> Nixon, Yearbook, 1902.
- <sup>22</sup> Nixon, Yearbook, 1903. See also Barnes & Barnes, "Little Rock Church History."
- <sup>23</sup> Wilson Daily Times (Wilson), July 2, 1976.
- <sup>24</sup> Wilson Daily Times (Wilson), January 11, 1975.
- <sup>25</sup> Nixon, Yearbook, 1905.
- <sup>26</sup> Nixon, Yearbook, 1906.
- <sup>27</sup> Nixon, Yearbook, 1906.
- <sup>28</sup> Nixon, Yearbook, 1907.
- <sup>29</sup> Nixon, Yearbook, 1912.
- <sup>30</sup> Nixon, Yearbook, 1912.
- <sup>31</sup> Wilson County Incorporations Record, Book I, 506.
- <sup>32</sup> Nixon, Yearbook, 1915.
- <sup>33</sup> Nixon, Yearbook, 1916.
- <sup>34</sup> Nixon, Yearbook, 1916.

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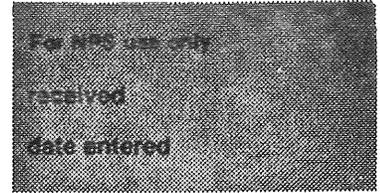
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town of Lucama. These buildings, along with some infill structures, represent a majority of the pre-1930 building fabric in the town, and provide a strong visual link to Lucama's early development as a small community along a major railroad line.

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## Photographs

The survey which resulted in the nomination of the Lucama Municipal Historic District, part of the Wilson County Multiple Resource Area nomination, was conducted in part in 1982 by Kate Ohno. The photographs which accompany this nomination were taken by Ms. Ohno at the time of the survey. The town of Lucama was revisited in the late spring of 1985 by Dana Mintzer, consultant, and Virginia Oswald, staff of the Survey and Planning Branch, Division of Archives and History, to determine the present appearance of the historic district, and the accuracy of the photographs. It was determined that the photographs included with this nomination do accurately represent the appearance of the district at this time.

#1 Lucama Municipal  
 Historic District  
 Lucama  
 Wilson County  
 planimetric maps  
 #'s 251, 254 and 257



**KEY:**  
 ▨ Pivotal  
 ▩ Contributing  
 ■ Fill  
 ▩ Intrusive  
 Scale: 1 in. = 100 ft.



