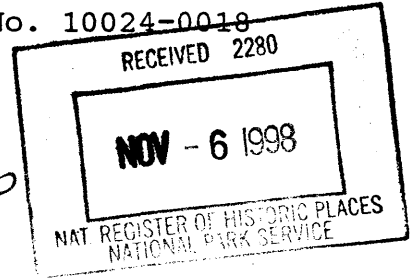


NPS Form 10-900  
(Oct. 1990)

OMB No. 10024-0018



1466

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

1. Name of Property: Morgantown Wharf & Warehouse Historic District

historic name: N/A

other name/site number: N/A

2. Location

street & number: Roughly from Warren Street in the south up to one block north of Walnut Street; bound on the east by South University Avenue and on the west by the Monongahela River.

not for publication: N/A

city/town: Morgantown

vicinity: N/A

State:WV code:WV county:Monongalia code:061 zip code:26505

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.)

Susan M. Pierce  
Signature of Certifying Official

10/8/98  
Date

State or Federal agency and bureau

Date

Morgantown Wharf & Warehouse Historic District  
 Monongalia County, WV

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

\_\_\_\_\_  
 Signature of Certifying 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 the Keeper Date

*Beth A. Savage*

12/16/98

=====  
 5. Classification  
 =====

Ownership of Property: Category of Property  
 (Check as many boxes as apply) (Check only one box)

- |  |                                     |                                      |
|--|-------------------------------------|--------------------------------------|
| <input checked="" type="checkbox"/> private      |                                     | <input type="checkbox"/> building(s) |
| <input checked="" type="checkbox"/> public-local | <input checked="" type="checkbox"/> | district                             |
| <input checked="" type="checkbox"/> public-State |                                     | site                                 |
| <input type="checkbox"/> public-Federal          |                                     | structure                            |
|  |                                     | object                               |

NUMBER OF RESOURCES WITH PROPERTY  
 (Do not include previously listed resources in the count.)

Contributing	Noncontributing	
36	14	buildings
1		sites
2	1	structures
		objects
39	15	TOTAL

Morgantown Wharf & Warehouse Historic District  
Monongalia County, WV

NAME OF RELATED MULTIPLE PROPERTY LISTING: N/A

NUMBER OF CONTRIBUTING RESOURCES PREVIOUSLY LISTED IN THE NATIONAL REGISTER: 1-Kincaid & Arnett Feed & Flour Building-07/21/95.

=====

6. Function or Use

=====

HISTORIC FUNCTIONS:

Domestic: single dwelling & multiple dwelling;  
Commerce/Trade: warehouse & restaurant;  
Industry/Processing/Extraction: manufacturing facility & industrial storage;  
Transportation: train depot & trail trestle & bridge.

CURRENT FUNCTIONS:

Domestic: single dwelling & multiple dwelling;  
Commerce/Trade: warehouse & restaurant;  
Industry/Processing/Extraction: manufacturing facility & industrial storage;  
Transportation: train depot & trail trestle & bridge.

=====

7. Description

=====

ARCHITECTURAL CLASSIFICATION:

Late Victorian: Italianate;  
Late Victorian: Queen Anne;  
Late Victorian: Romanesque;  
Late 19th and 20th Century Revivals: Colonial Revival;  
Late 19th and Early 20th Century American Movements: Commercial Style;  
Late 19th and Early 20th Century American Movements: Four Square.

MATERIALS:

Foundation:

Brick; concrete block; stone; concrete.

Walls:

Brick; concrete block; German siding; aluminum siding; wood; asphalt shingle siding; molded concrete block; clapboard siding; stucco; asbestos shingle siding; metal; glazed tile; terra cotta.

Roof:

V-seam metal; asphalt shingle; rubber membrane; slate; metal.

Morgantown Wharf & Warehouse Historic District  
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Other: N/A.

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

X 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.

X C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield, information important in prehistory or history.

CRITERIA CONSIDERATIONS

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

Property is:

N/A A owned by a religious institution or used for religious purposes.

N/A B removed from its original location.

N/A C a birthplace or grave.

N/A D a cemetery.

N/A E a reconstructed building, object, or structure.

N/A F a commemorative property.

N/A G less than 50 years of age or achieved significance within the past 50 years.

Morgantown Wharf & Warehouse Historic District  
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AREAS OF SIGNIFICANCE:

Architecture;  
Commerce;  
Exploration/Settlement;  
Industry;  
Transportation.

PERIOD OF SIGNIFICANCE:

1847-1948.

SIGNIFICANT DATES: 1847; 1885; 1895.

SIGNIFICANT PERSON: N/A

CULTURAL AFFILIATION: N/A

ARCHITECT/BUILDER:

NARRATIVE STATEMENT OF SIGNIFICANCE

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

=====

9. Major Bibliographical References

=====

BIBLIOGRAPHY

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

Previous documentation on file (NPS):

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

Primary Location of Additional Data:

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

Morgantown Wharf & Warehouse Historic District  
Monongalia County, WV

Name of Repository:  
Morgantown Historic Landmarks Commission  
389 Spruce Street  
Morgantown, WV 26505

=====

10. Geographical Data

=====

Acreege of Property: Approximately 20 acres.

QUADRANGLE: Morgantown North

UTM References: Zone Easting Northing    Zone Easting Northing  
                  A. 17. 589470. 4387120.    B. 17. 589060. 4386460.  
                  C. 17. 588920. 4386560.    D. 17. 589380. 4387170.

VERBAL BOUNDARY DESCRIPTION

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

BOUNDARY JUSTIFICATION

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

=====

11. Form Prepared By

=====

Name/Title: Michael Gioulis, Historic Preservation Consultant

Organization: N/A

Date: May 6, 1998

Street & Number: 612 Main Street    Telephone: (304) 765-5716

City or Town: Sutton

State: WV

ZIP: 26601

=====

ADDITIONAL DOCUMENTATION

=====

Submit the following items with the completed form:

CONTINUATION SHEETS

MAPS

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

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

Morgantown Wharf & Warehouse Historic District  
Monongalia County, WV

PHOTOGRAPHS

Representative black and white photographs of the property.

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

=====  
PROPERTY OWNER

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

Name: Multiple property owners

Street & Number: Telephone: ( )

City or Town: State: ZIP:

=====

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United States Department of the Interior  
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NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

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Morgantown Wharf & Warehouse Historic District  
Monongalia County, WV

The Morgantown Wharf and Warehouse Historic District encompasses the major resources associated with wharf and warehousing activity along the Monongahela River in Morgantown.

The nominated area contains approximately 20 acres. It is bound on the south by Warren Street between South University Avenue and the river; the district runs north to Wharf Street and then west to Water Street; it continues north encompassing Water Street to the intersection of Water and Pleasant Street; the district then travels east to South University again; the district again travels to the north of resource #67 including the area between the river and South University Avenue. There are 54 resources in the district: 36 contributing buildings; 14 non-contributing buildings; 2 contributing structures; 1 non-contributing structure; and 1 contributing site, the wharf itself.

The terrain is relatively flat within the nominated area. The southern boundary of the district is defined by Warren Street; the western boundary is the river; the eastern boundary is roughly South University Avenue; and the northern boundary is one lot north of Walnut Street.

The district represents mostly 19th and 20th century, commercial and industrial buildings. These are primarily two and three-story, masonry buildings with warehouse or commercial facilities on the first floor with some residential on the upper stories. Worker's housing is also represented. These are mostly Vernacular Style houses, two or one-story. Examples include #10, 16, 17, and 21. Due to the industrial use of the area there are very few yards and the buildings, for the most part, fill the entire lot.

The B&O Railroad lines ran along the Monongahela River, north-south, between the river and Water Street. Many of the warehouses have spur access to facilitate transporting their wares and receiving raw materials for manufacturing.

The buildings date from 1885, #47, the B&O Railroad Depot, up to and including 1948, #32 and #41. Many of the buildings were constructed in the early 20th century and relate to the histori-



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Morgantown Wharf & Warehouse Historic District  
Monongalia County, WV

cal boom period of the district. The older commercial buildings in the area include #38, ca. 1860 and #47, ca. 1885. One of the oldest residences in the district is #3, ca. 1898.

There are very few "pure" styles within the district. The majority of the buildings represent the Commercial Style of architecture. This relates to the industrial use of the area. The old B&O Railroad Depot, #47, is an example of Romanesque Style. This is typical railroad related architecture for the time period, though it has been somewhat modified, 1885.

There is one resource within the nominated district which is listed individually on the National Register of Historic Places, the Kincaid and Arnett Feed and Flour Building, #24. It is a three-story, red brick, commercial building. The first floor, on the front, contains a loading dock for wheeled vehicles, while the rear elevation has access to a spur of the railroad. The Kincaid Building, ca. 1904-1906, is a contributing building within the district.

There are several resources associated with the B&O Railroad which are now used as part of the Rails to Trails system. These include #45 and 65. The railroad bridge, #45, ca. 1900-1910, spans Deckers Creek. It is a six panel, riveted Warren through truss with stone piers with concrete caps. It is a contributing structure within the district. The railroad trestle, #65, ca. 1900, is located at the intersection of Walnut Street and the Monongahela River. It spans the slope of the ground, going above the wharf. It is a plate girder pony truss with the truss operating as a solid girder. It is supported by concrete piers/abutments. The approaches are also supported by piers/abutments on both sides. The approaches are large, "I" beams.

Resource #66A is an old stone retaining wall. It may be a remnant from the old iron bridge as it is located opposite the old abutments across the river. It is ten feet long but unfortunately it is considered a non-contributing structure as it is severely deteriorated.

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Morgantown Wharf & Warehouse Historic District  
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The wharf site itself, #142, ca. 1847, is located on the river below #65, the railroad trestle. This is the site that was used historically for the transportation of freight.

The following is a complete list of resources in the district. The numbers in the list of sites relate to the Morgantown Riverfront Historic Resource Survey date May of 1998. The numbers for the nomination and the historic resource survey and all mapping are consistent.

LIST OF SITES

**2. WARREN STREET, commercial**

date: Ca. 1904

description: S & S Warehouse, Inc. building. One-story, end gable garage. V-seam, metal roof. Brick facade on front; concrete block on other elevations. Asphalt shingle siding which imitates brick in gable end. Paneled garage doors. Brick and concrete block foundation. 1 X 1 bays. Commercial Style.  
1 contributing building.

**3. 51 WARREN STREET, residential**

date: Ca. 1898

description: Old James K. Phillips & A. A. Lemon Building. Two-story, rear facing "L" residence. Asphalt shingle roof. Central, brick chimney. German siding with cornerboards. 1/1 windows with simple surrounds. One-story, shed, asphalt shingle roof, front porch with square posts on an enclosed balustrade. Enclosed, side porch with hip roof. Brick foundation. 3 X 2 bays. Vernacular Style.  
1 contributing building.

**4. 56 WARREN STREET, residential**

date: Ca. 1927

description: Josephine Feck home. Two-story, end gable house. Asphalt shingle roof. Aluminum siding on second floor; concrete block on first floor. 1/1 windows. Two garage bays on first floor. Concrete block foundation. 2 X 3 bays. Vernacular Style.

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Morgantown Wharf & Warehouse Historic District  
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1 contributing building.

**5. WARREN STREET, commercial**

date: Ca. 1927

description: Kenna J. Weaver building. One-story, end gable store/garage. Asphalt shingle roof. Plywood and new wood infill facade on front elevation where garage doors used to be. Concrete block on sides. Asphalt shingle siding that imitates brick in front gable end. Central entrance door flanked on each side by 1/1, wood windows. 1 X 1 bays. Commercial Style.

1 contributing building.

**6. 68 DONLEY STREET, commercial**

date: Ca. 1927

description: Southside Lumber Company/Darrell Ringer Law Office building. One-story, commercial building. Flat roof. Molded concrete block facade. Paired, 1/1 windows in front. Side windows covered with plywood. Front, central entrance door. Bracketed cornice. Concrete block foundation. 3 X 7 bays. Commercial Style.

1 contributing building.

**7. 64 DONLEY STREET, residential**

date: Ca. 1905

description: Kenna J. Weaver home. Two-story house. Hip, asphalt shingle roof with end gable projection on front in right bay. Clapboard siding. 1/1 windows. One-story, hip roof, front porch which has been enclosed with T-111 siding and vinyl siding. Porch has new, slider windows on front elevation and modern, 1/1 windows on side. Paneled, entrance door with a projecting pediment above. Brick foundation. 2 X 2 bays. Four Square Style.

1 contributing building.

**8. 60 DONLEY STREET, residential**

date: Ca. 1902

description: Two-story, end gable house. Asphalt shingle roof. Partial return cornice. Central, brick chimney. German siding. 1/1 windows. One-story, hip roof, front porch enclosed with 1/1 windows. Porch has an enclosed balustrade with painted shakes. Segmented, Craftsman Style, French door entrance. Brick founda-

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Morgantown Wharf & Warehouse Historic District  
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tion. 2 X 4 bays. Vernacular Style.  
1 contributing building.

**9. 56 DONLEY STREET, residential**

date: Ca. 1901-1903

description: Alan/Kinty House. Two-story, rear facing "L" house. Painted slate roof. Central, brick chimney. Clapboard siding. 1/1 windows. One-story, hip, asphalt shingle roof, front porch with turned posts on an enclosed, plywood balustrade. Stone foundation. 2 X 2 bays. Vernacular Style.  
1 contributing building.

**10. 52 DONLEY STREET, residential**

date: Ca. 1901-1903

description: Thorn House. Two-story, rear facing "L" house. Asphalt shingle roof. Central, brick chimney. Aluminum siding. Modern, 1/1 windows. Front porch has been removed. Two entrance doors. Brick foundation. 4 X 2 bays. Worker's housing. Very modified.

1 non-contributing building.

**11. 48 DONLEY STREET, commercial**

date: 1917 - original, three-story building

1927 - three-story addition

1947 - garage

1942 - storage area.

description: Old Donley Building/O.J. White Transfer/United. Actually four buildings connected. Original building is nearest the railroad tracks. Original building is a three-story, red brick, commercial building. Flat roof. Corbeled brick cornice with brackets. Top floor has paired, 6/6 windows; second has glass block infill in original window openings. First floor is loading dock with shed, metal roof supported by steel brackets. First floor, center doors are wood, four lights over one panel with diagonal board. 3 bays wide. Center section is also three-story, red brick, commercial building. Two bays wide. Windows are metal, industrial. First floor has one bay garage with door. Third building is one-story, red brick, commercial building. It has a terra cotta cap and three garage bays. The fourth building

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Morgantown Wharf & Warehouse Historic District  
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is a rear addition which faces Warren Street. Concrete and red brick foundations. 6 X 5 bays. Commercial Style.  
1 contributing building.

**12. 43 DONLEY STREET, residential**

date: Ca. 1927

description: Whetzel House. Two-story, side gable house. Asphalt shingle roof. Interior, end chimney. Stucco facade. Metal casement windows. Entrance door has shed roof, bell shaped awning/portico with square brackets. Stucco foundation. 3 X 2 bays. Colonial Revival Style.  
1 contributing building.

**13. 45-47 DONLEY STREET, residential**

date: Ca. 1955

description: Vincent House. One-story, side gable duplex. Asphalt shingle roof. Interior, end chimney. Concrete block facade. Metal casement windows. Raised basement level. Concrete block foundation. 4 X 2 bays. Vernacular Style.  
1 non-contributing building.

**14. 53 DONLEY STREET, residential**

date: Ca. 1930

description: Vincent House. One and one-half-story, end gable house with large, side gable dormers. Asphalt shingle roof. Central, brick chimney. Red brick facade. Multi-pane, metal casement windows, second floor, front elevation; first floor windows new casements. Concrete block foundation. 3 X 4 bays. Colonial Revival Style.  
1 contributing building.

**15. 55 DONLEY STREET, residential**

date: Ca. 1901

description: Vincent House. Two-story, hip roof house. Asphalt shingle roof with hip roof dormers. Exposed, brick chimney on side. Brick facade with butter joints; aluminum siding on dormers and enclosed, front porch. 1/1, wood windows with stone sills. One-story, shed roof, front porch enclosed with aluminum siding. 1/1, modern windows and two entrance doors. Stone foundation. 3 X

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Morgantown Wharf & Warehouse Historic District  
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3 bays. Four Square Style.  
1 contributing building.

**16. 59 DONLEY STREET, residential**

date: 1902-1903

description: Pomeroy House. Two-story, end gable house. Asphalt shingle roof. Partial return cornice. German siding. 1/1, wood windows with flat hoods. Hip roof, one-story, front porch with new, square posts. Transom over entrance door. Brick foundation. 2 X 3 bays. Worker's housing.  
1 contributing building.

**17. 63 DONLEY STREET, residential**

date: Ca. 1927

description: Liberatore House. Two-story, rear facing "L" house. Asphalt shingle roof. Aluminum siding. 1/1 windows. Hip roof, one-story, front porch with non-original, enclosed, permastone balustrade. One-story, rear, side addition with shed roof. Concrete block foundation. 2 X 3 bays. Worker's housing. Very modified.

1 non-contributing building.

**18. 71-73 DONLEY STREET, residential**

date: 1903

description: Callen House. Three-story, row house. Flat roof. Two, three-sided bays, three stories high on front elevation. Aluminum siding on front; asphalt shingle siding which imitates brick on sides. 1/1 windows. Hip roof, one-story, front porch with slightly battered, square posts on an enclosed, shingled balustrade. Concrete foundation. 2 X 4 bays. Italianate Style.  
1 contributing building.

**19. 77 DONLEY STREET, residential**

date: 1902

description: Richardson House. Two-story house. Hip roof with gable, projecting bays on the corners. Asphalt shingle roof. One-story, three-sided bay in left bay on front. Asbestos shingle siding. New, 6/6 windows with shutters. Gable ends of projecting bays have fully returned cornices. 4/4 window in each gable end

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with flat hoods and German siding. One-story, wraparound porch has standing seam metal roof, turned posts and new, spindled balustrade. Brick foundation. 2 X 2 bays. Queen Anne Style.  
1 contributing building.

**21. HOGUE STREET, residential**

date: Ca. 1927

description: Shu/Yu House. Two-story, rear facing "L" house. Asphalt shingle roof. Asphalt shingle siding which imitates fieldstone. 1/1, wood windows. One-story, asphalt shingle, hip roof, front porch with new wrought iron posts and railing. Concrete foundation. 5 X 3 bays. Worker's housing. Deteriorated.  
1 contributing building.

**22. CLAY STREET, commercial**

date: Ca. 1985

description: Modern, metal, storage buildings. Metal roof. Concrete foundation.  
1 non-contributing building.

**23. 147 CLAY STREET, commercial**

date: Ca. 1927

description: Weaver Building/Morgantown Brick & Masonry Supply. One-story, glazed tile, commercial building. Flat roof. One, central, paired door entrance with glass block transom. Center section of upper parapet is painted brick. One bay garage on end in front. Concrete foundation. Two bays wide. Commercial Style.  
1 contributing building.

**24. 156 CLAY STREET, commercial**

date: 1904-1906

description: Originally Kincaid and Arnett Feed and Flour Building; presently La Casa Restaurant. Listed individually on the National Register of Historic Places.  
1 contributing building.

**25. 120 CLAY STREET, commercial**

date: Ca. 1990

description: Hughart's Plumbing Building. New, steel, commercial

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Morgantown Wharf & Warehouse Historic District  
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building. Flat roof. Concrete foundation. Three bays wide. Commercial Style.

1 non-contributing building.

**26. 120 CLAY STREET, commercial**

date: 1922-1923

description: Hughart's Plumbing Building. One-story, brick and terra cotta tile, commercial building. Flat roof with mansard overhang. Front is covered with metal siding and lower half has non-original, brick veneer. Brick foundation. 4 X 1 bays. Commercial Style. Very modified.

1 non-contributing building.

**27. 112-116 CLAY STREET, commercial**

date: Ca. 1926

description: Old Morris Storage & Transfer Co./Cohen Furniture Store. Three-story, brick, commercial building. Looks like it was built in two sections. Flat roof with terra cotta parapet cap. 1/1, new windows set in new infill. Window openings have brick, soldier course lintels and sills. Corbeled belt course above third floor windows has dropped finials of brick between each window. Stretcher bond brick facade. Sign area between first and second floor. First floor has two, one bay garage openings. The first bay has been infilled with aluminum siding and an entrance door with flanking windows. The second bay is still a garage bay. Two, additional, entrance doors on this elevation with three, fixed pane, casement windows. Soldier course water table. Concrete foundation. 6 bays wide. Commercial Style.

1 contributing building.

**28. 120 CLAY STREET, commercial**

date: Ca. 1960

description: Concrete block shed. Shed, metal roof. Small, fixed pane windows. Concrete block foundation. 2 X 1 bays.

1 non-contributing building.

**29. 147 CLAY STREET, commercial**

date: Ca. 1990

description: Weaver Building. One-story, side gable, garage



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Morgantown Wharf & Warehouse Historic District  
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building. Metal roof. Metal facade. Two, one bay garage entrances on front elevation. Attached, open, shed roof bay on side. Concrete foundation. 3 bays wide.  
1 non-contributing building.

**32. 111 CLAY STREET, commercial**

date: 1948

description: Malcolm Building. Three-story, brick, commercial building. Flat roof. Wire cut, stretcher bond brick facade. First floor has two garage doors and two entrance doors. Second floor has two, narrow, single pane windows with soldier course above; third floor has two, 6/1 windows with brick soldier courses above and one, large, new, glass block window. Recessed panel and dropped, brick swags in parapet. One-story, four bay, rear addition. Concrete foundation. 2 X 9 bays. Commercial Style.  
1 contributing building.

**33. 103 CLAY STREET, commercial**

date: 1927

description: Malcolm Building. Three-story, brick, commercial building. Flat roof. Wire cut, stretcher bond brick facade. First floor has two garage doors and two entrance door bays. One bay has a garage door and the other is infilled with concrete block. Installed in the block is an entrance door flanked by a glass block window. Second floor has two, single pane, narrow, vertically divided, fixed pane windows, two above each garage bay; third floor has two, 6/1 windows and one, large, new, glass block window. Recessed panel and dropped brick swags in parapet. One-story, four bay, rear addition. Concrete foundation. 2 X 9 bays. Commercial Style.  
1 contributing building.

**34. 44 HURLEY STREET, commercial**

date: 1911

description: Malcolm Building/Climate Control Company. One-story, commercial building. Flat roof with terra cotta cap. Three, one bay garage doors on Clay Street elevation. Clay Street side has brick facade. Front facade is glazed tile. Original window openings in front now infilled with glazed tile and a fixed pane

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window installed in each. One bay garage on end of front with non-original entrance door. Concrete foundation. 7 X 3 bays. Commercial Style.

1 contributing building.

**35. 48 HURLEY STREET, commercial**

date: Ca. 1927

description: Reel Building. Two-story, molded concrete block, commercial building. Flat roof. First floor has one garage door and two entrance doors; second floor has two, vertical, 3/1 windows. Side has display window and vertical, 3/1 windows. Concrete block addition on rear for the last two bays. Concrete block foundation. 2 X 5 bays. Commercial Style.

1 contributing building.

**36. HURLEY STREET, commercial**

date: Ca. 1995

description: Hall Building/Morgantown Battery. One-story, concrete block, commercial building. Asphalt shingle, side gable roof. Central entrance flanked by display windows. Concrete foundation. 3 bays wide. Commercial Style.

1 non-contributing building.

**37. 69 CLAY STREET, residential**

date: 1906

description: Alameda House. Two-story, terra cotta tile house. Flat roof with terra cotta parapet cap. Terra cotta tile facade has grooved side exposed on second floor. 6/6 windows. First floor has large, garage door opening infilled with concrete block on front. Installed in the block is central entrance door flanked by large, 1/1 windows. On second floor, 6/6 windows with brick header course sills. Concrete block foundation. 3 X 2 bays. Commercial Style.

1 contributing building.

**38. 59/69 CLAY STREET, residential**

date: Ca. 1895

description: Alameda House. Two-story house. Hip, asphalt shingle roof with paired, hip roof dormers on front and rear and single,

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hip roof dormers on sides. Two, interior, corbeled brick chimneys. Stretcher bond brick facade with a header course delineating the stretcher bond water table. Full basement and over each basement window is a brick soldier course. 1/1 windows with stone lintels and sills. Each dormer has a set of paired, 1/1 windows and wood shingles. Brick foundation. 6 X 5 bays. Four Square Style.

1 contributing building.

**39. CLAY STREET, commercial**

date: Ca. 1960

description: Party Store. One-story, end gable warehouse. Corrugated metal roof. Concrete block facade. Two, large, metal, industrial, multi-pane windows flank entrance door. On south end of front is a tall, one bay garage bay. Concrete block foundation. 4 X 1 bays. Commercial Style.

1 non-contributing building.

**40. CLAY STREET, commercial**

date: Ca. 1985

description: West Virginia Paper, Inc. Warehouse. End gable, one-story, garage/warehouse. Metal facade. Large, one bay, central, garage door on front. Concrete foundation. 2 bays wide. Commercial Style.

1 non-contributing building.

**41. CLAY STREET, commercial**

date: 1948

description: West Virginia Paper, Inc. Warehouse. One-story, brick warehouse. Flat roof. Brick common bond facade. Large, one bay garage on end of front. Central, one bay garage door flanked by large, display windows infilled with glass block on front. Concrete foundation. 3 X 1 bays. Commercial Style.

1 contributing building.

**42. CLAY STREET, commercial**

date: 1921

description: Old Coca-Cola Building. Three-story, large, warehouse building. Flat roof. Large, interior, brick chimney. Con-

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crete structure with brick infill. Central, entrance door flanked by large window openings infilled with glass block. Within the glass block are two, 3/3 windows. Second and third floor window openings have glass block infill and fixed pane windows. Concrete foundation. 2 X 6 bays. Commercial Style.  
1 contributing building.

**43. 61 WHARF STREET, commercial**

date: 1924

description: Hills Furniture. Three-story, white brick warehouse. Flat roof with terra cotta parapet cap. Central, entrance door flanked by display windows infilled with concrete block. Above each infill is a central opening infilled with glass block. Metal, industrial, twelve pane windows centered within the corbeled recesses of each bay on upper floors. Brick, English bond band below first floor windows. Concrete foundation. 3 X 5 bays. Commercial Style.

1 contributing building.

**45. DECKERS CREEK, bridge**

date: Ca. 1900-1910

description: Railroad bridge. Six panel, riveted Warren through truss. Stone pier with concrete caps.

1 contributing structure.

**47. GARRETT STREET, commercial**

date: 1885

description: Railroad Depot. One-story, red brick depot. Hip, asphalt shingle roof. Interior, central, brick chimney. Window and door openings are boarded up and have brick jack arches and concrete sills. Original, diagonal, wood sided, freight doors are still extant. Transoms over entrance doors. Concrete foundation. 11 X 2 bays. Romanesque Style.

1 contributing building.

**57. 15 COURT STREET, commercial**

date: Ca. 1921

description: GRD Aluminum Corp./City Dray. Two-story, common bond brick building. Flat roof. Original, 6/6 windows; vertical, 2/2

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and 1/6 windows. Windows have steel lintels and brick sills. Loading dock doors with panels and glass. Stone foundation. Iron brackets from a previous balcony extant above garage door. Railroad spur abuts building. 2 X 5 bays. Commercial Style. 1 contributing building.

**58. 1229 UNIVERSITY AVENUE, commercial**

date: 1939

description: DeAntonis Appliance Building. Two-story, striated brick, commercial building; common bond brick on sides. Flat roof. Concrete parapet cap. Paired, 1/1 windows on second floor with brick soldier course surrounds; first floor has central entrance with flanking display windows. Concrete block foundation. 2 X 3 bays. Commercial Style. 1 contributing building.

**59. 1241 UNIVERSITY AVENUE, commercial**

date: 1949

description: DeAntonis Building addition. Two-story, brick, commercial building. Flat roof. Concrete parapet cap. Striated brick on front. Slightly recessed storefront with single entrance door and single display window. Divided light transom over upper story, entrance door. 1/1 windows on second floor with brick soldier course surrounds. Concrete block foundation. 2 X 3 bays. Commercial Style. 1 contributing building.

**60. 1279 UNIVERSITY AVENUE, commercial**

date: Ca. 1975

description: Cardello's Electric Supply. One-story, commercial building. Flat roof with mansard overhang. Concrete block and glass display window facade. Concrete block foundation. 12 bays wide. Commercial Style. 1 non-contributing building.

**61-63. 1291 UNIVERSITY AVENUE, commercial**

date: #61 - Ca. 1904

#62 - Ca. 1904

#63 - Ca. 1889

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description: WV Brewing Company. #61 is a one-story, painted brick, commercial building; concrete block on sides. Flat roof. Two, large, display windows with brick soldier course lintels and brick below windows. Concrete block foundation. Two bays wide. #62 is a three-story, stretcher bond red brick, commercial building. Flat roof. Corbeled brick cornice with corbeled brick brackets. Windows on third floor have been reduced in size and now contain modern casements; windows on second floor are paired, 1/1, wood windows. Windows have stone sills and tall, brick jack arches. First floor has non-original, metal canopy which extends from this building to the end of the next building. First floor is brick with non-original entrance and display windows. Stone foundation. 2 X 6 bays. #63 is a two-story, common bond red brick, commercial building. Becomes a three-story building in the rear due to the slope of the site. Flat roof with non-original, metal cornice. Modern deck added onto rear. Windows are wood, 1/1 with tall, brick jack arches and large, stone sills. Non-original, recessed entrance flanked by display windows. Stone foundation. 3 X 11 bays. Commercial Style.  
3 contributing buildings.

**64. 1 WALNUT STREET, commercial**

date: 1906

description: Loving Furniture Building/Old Chaplin, Warman and Rightmire Lumber and Millwork. Three-story, brick, commercial building on front; two stories on side. Oversized common bond brick. Flat roof with terra cotta tile cap. Front elevation window openings have been infilled with brick on first floor and wood on second floor. Window openings have brick soldier course lintels and stone sills. Stone foundation. 4 X 7 bays. Commercial Style.

1 contributing building.

**65. WALNUT STREET, trestle**

date: Ca. 1900

description: Railroad trestle. Plate girder pony truss; truss is actually a solid girder. Supported by concrete piers/abutments. Approaches are also supported by piers/abutments on both sides. Large "I" beam approaches.

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1 contributing structure.

**66. WALNUT STREET, commercial**

date: Ca. 1980

description: Morgantown Water Company sewage pump station house. One-story with raised basement. Flat roof. Brick facade. Concrete basement and foundation level. 1 X 1 bays.

1 non-contributing building.

**66A. ACROSS RAILROAD TRACKS FROM DEPOT, stone remnant**

date: Ca. 1885

description: Old stone retaining wall or possibly a remnant from the old iron bridge noted on the Sanborn map. Ten feet long. Directly opposite of the old abutments across the river. Severely deteriorated.

1 non-contributing structure.

**67. 1301 UNIVERSITY AVENUE, commercial**

date: Ca. 1921; rear addition ca. 1948

description: Shakers/Wilson Chevrolet. Former car dealership. Front is two stories; side and rear is three stories. Flat roof with terra cotta tile cap. Painted brick facade. Metal primary cornice with simple entablature. Oversized, metal hopper windows on second floor with decorative brick hoods with brick brackets and stone sills. First floor has three garage bays on right: one has been infilled with a storefront; the other has its original door with paneling below and glass lights above; the left bay has been infilled with a modern, display window and new brick kick-panel. Entrance door on the front flanked by modern display windows and another single, entrance door on the left that is non-original. This corner has a brick pilaster with corbeled brick bracket and plinth block. Side elevation has same windows as front with small windows a few feet below them which have been infilled with glass block. There are garage doors, windows and entrance doors on the lowest, street level on the side. Soldier belt course around building. Rear elevation is an eight-sided, segmented, rear addition with a drive-up ramp. Rear is three stories tall and has metal casement windows. Concrete block and concrete facade. Concrete foundation. 4 X 6 bays. Neo-Classical

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Revival Style.  
1 contributing building.

**142. WALNUT STREET AND MONONGAHELA RIVER, wharf**

date: Ca. 1847

description: Historic landing and wharf on the river. Originally a graded section of riverbank where barges and boats would unload and transfer goods to rail or overland transportation. The Monongahela Navigation Co. incorporated in 1847 and resulted in a canvass for private subscription to build the wharf at the foot of Walnut Street and improve the grade of Walnut Street to help accommodate the wharf. This was responsible for the success of the steamer "Globe" with its run from Fairmont to Morgantown and helped to establish regular daily boats to Brownsville in 1851.

1 contributing site.



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Under Criterion A, the Morgantown Wharf and Warehouse Historic District is significant for its association with the development of Morgantown and early settlement associated with the wharf and river transportation. Morgantown began as a settlement along the Monongahela River at the mouth of Deckers Creek, named for Thomas Decker who was killed by Native Americans in 1758. Settlers who returned to the area following this incident included Samuel Owens in 1769 and Daniel Veach in 1770. Zackquill Morgan, son of Morgan Morgan, settler in the eastern portion of West(ern) Virginia, arrived in 1772 and settled the area around the mouth of Deckers Creek. He laid the town out in lots. Zackquill Morgan died in 1795. Other settlers into the Morgantown vicinity include Michael Kerns and John Evans in 1772. Michael Kerns built Fort Kerns in the vicinity of present day Greenmont. He built the county's first gristmill and boatyard where he constructed flat-boats.

Morgantown's location on the river and creek contributed to its success as a location for settlement. This was a good point for westward settlement movement, as travelers could arrive at the Monongahela River overland from eastern Virginia and use the river to travel to the Ohio at Pittsburgh, then to points west from Wheeling.

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The town was chartered by Virginia in 1785. When the Mason-Dixon line was established, and the previous county seat located in Pennsylvania, the Virginia legislature authorized the use of Zackquill Morgan's house for a court house until one could be erected. The first court house was constructed in 1784. The first business in the town included Morgan's ordinary, Michael Kern's gristmill on Deckers Creek, and a store opened by Thomas Laidley in 1783 or 1784. There were various other lot transfers within the town as the settlers began to erect their homes and businesses. Early settlement and construction centered around High Street and the court house vicinity. This is where many of the homes and shops were established. Most industrial activity was located along Deckers Creek, due to the necessity for water power. Industrial and warehouse sites were located along the Monongahela River to take advantage of the wharf and river travel.

Due to navigation opportunities, Morgantown remained prominent on the Monongahela, into the beginning decades of the 1800's. A ferry was established at Thomas Evans' property at the mouth of Deckers Creek across the Monongahela in 1792. The first ferry in the county was Andrew Ice's Ferry in 1785 on the Cheat River.

Morgantown was a point of embarkation for the Monongahela River, which led to the Ohio and points west. Settlers could travel overland to Morgantown, then begin a river journey to the Ohio, then continue on overland to the west. This made Morgantown significant in early westward expansion activities. The county increased in population from 4,768 in 1790 to 8,540 in 1800 and 12,000 in 1810. Morgantown grew with the county, increasing its residents and houses. Roads were built linking the town to other towns in the region. The road to New Martinsville, on the Ohio River, was funded in 1786, and in 1795 a road to Moundsville was funded. The town was growing and by 1805 travelers noted that Morgantown contained up to sixty (60) houses. The role Morgantown played in this westward expansion was somewhat diminished with the construction of the National Road and the B&O Railroad, which bypassed Morgantown for Wheeling and Fairmont. The National Road was completed to Wheeling in 1818. From this point on it was more convenient to travel to Wheeling directly then westward on the

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Ohio River. One consequence of the National Road was increased traffic to Uniontown, PA. In order to remain viable, Morgantown secured roads to connect to the National Road. In 1839 a road was completed to the Pennsylvania state line and mail service was improved between the town and Clarksburg and Parkersburg in 1833. Stage lines were also developed. Road and turnpike construction continued into the 1850's connecting Morgantown to the north, south, and east.

Early industries in town reflected the needs of the population and the frontier circumstances. Most early industrial development was centered around Front Street to the north of Deckers Creek in the historic district. There were numerous foundries and forges along Deckers Creek which began to locate within Morgantown in the first half of the 19th century including Ellicott's iron industry which flourished until the 1840's. With these supplying raw materials, iron products became important to the economy. The first cast iron cook stove is reported to have been built in Morgantown by Joel Nuzum and the Doughertys in 1838.

The significance of the wharf area and the river to Morgantown can be illustrated with a review of the original and subsequent plats of town. Walnut Street, which is where the wharf is located, is the widest street on the early plats and separates the north and south portions of the downtown, with lot numbers originating above and below the street. The public square is also identified on Walnut Street, at the intersection of High Street, providing convenient access to the river. Many major hotels and inns located on Walnut Street as a result of this access and the proximity to the public square. With the development of slack water transportation and the various navigation companies to bring river transportation to Morgantown, the wharf played an integral role. A canvass in Morgantown as a ramification of the incorporation of the Monongalia Navigation Company in 1847 resulted in private subscriptions for the construction of the wharf, (#142), and improvement of the grade at Walnut Street to increase access to the wharf for carriages. One consequence of this, or at least a spin-off benefit, was realized when the steamer "Globe" completed a trip from Morgantown to Fairmont in

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1850, and regular daily boat service to Brownsville began in 1851.

Keelboats and barges were the main means of river transport in the early development of the town. This business increased after 1832 and as evidence of the link the river provided between Morgantown and the rest of the West(ern) Virginia frontier at the time, the Merchants and Mechanics Bank, chartered in Wheeling, chartered a branch in Morgantown in 1834. This tied two of the state's major river cities together.

Steamboats began arriving in 1830 and provided impetus to development. The river could provide three (3) feet of water about six months of the year, though the level was not always secure. In 1832, an Act of the General Assembly passed to open and improve navigation on the Monongahela River in Monongalia County. The Monongahela Navigation Company was formed in 1837 and provided four locks on the river by 1844, though these were to the north and did not help Morgantown. The Monongalia Navigation Company, chartered in 1849, hoped to rectify the situation, but was not successful until after 1879.

By 1850, steamboats were arriving in Morgantown from Pittsburgh, depending on the water level. Anticipation of the railroad development to the east of Morgantown, connecting with Maryland, spurred river transportation to Fairmont, and the first steam trip between Morgantown and Fairmont was completed by the steamer "Globe" in 1850. The wharf was particularly active during construction of the B&O Railroad, further to the south, bringing in materials for the construction.

Between 1854 and 1856, locks and dams were constructed in Pennsylvania, providing slack water almost to the state line, though not connecting directly with Morgantown. Steamboats between the two cities was still a rarity. Captain P. Donaldson and other Morgantown businessmen operated steamboat service to Morgantown during the 1870's. Finally in 1872, Congressman James C. McGrew introduced a bill to appropriate funds for a dam to slacken the water to Morgantown and Lock No. 9 was bid and a construction

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contract awarded. Money ran out before completion and additional funds were appropriated. At this time the river was also surveyed to Fairmont and it was determined that an additional six dams were required. Work resumed on No. 9 in 1878 and the lock and dam were completed in 1879. This provided five (5) feet of slack water at Morgantown. The Morgantown Board of Trade was established in 1873 to promote river travel.

Locks No. 7 and 8 were begun in 1881, though out of sequence due to No. 9's early construction as a result of the demand of Morgantown's citizens and the potential for development. At last, regular packet service to Morgantown was common by the 1890's. Lock No. 10 was finished in 1907.

The Monongahela River quickly became one of the nation's busiest river transportation routes, with coal being a major product. In contrast with the Ohio River in 1900, the Ohio had only one lock at Davis Island. The Monongahela River had fifteen (15) locks and dams, making it navigable from Pittsburgh to Morgantown. The Kanawha River had ten (10) locks and dams in 1898. Unfortunately, by 1912, railroads had captured almost all of the coal traffic due to inadequate locking. There was no coal shipped in 1912 on the Monongahela River. Morgantown's river supremacy rose again with World War I. With railroad travel in question due to the privations of the war effort, rivers again became an important transportation route. By the mid 1920's the Monongahela carried more freight than any river in the United States.

The Morgantown Wharf and Warehouse Historic District is also significant under Criterion A for its association with the development of Morgantown associated with railroad construction after 1885 and the industrial development of Morgantown as a result of this transportation resource.

A rail connection to the B&O at Fairmont, with a continuation up to Pennsylvania at Uniontown, was one of the primary goals of early development. The B&O Railroad was completed to Wheeling in 1852 and supplanted the National Road in overland travel. In addition, the B&O was completed to Grafton, then to Fairmont,

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during the same time period. This resulted in decreased road traffic through or to Morgantown, as rail traffic between Wheeling and Fairmont replaced it. Morgantown's solution to this situation was to connect by rail to Fairmont and Pittsburgh. Following a sleepy time period in Morgantown's development, after the Civil War and the growth of West Virginia University, community leaders began to agitate for increased economic development. The key to this, they believed, was rail transportation. Rumors began in 1883, and the Fairmont, Morgantown & Pittsburgh Railroad was incorporated. With this, construction on the depot in Morgantown was begun in 1885, and by the middle of February 1886, there was a rail link to Fairmont.

The next step was to connect to the north and the larger market of Pittsburgh. The right-of-way was secured to Connelsville in 1892 by the B&O and construction through Seneca was completed. The track reached the state line in 1894 and connected to the B&O through Connelsville by 1895. Morgantown was no longer a terminal station.

Work began in 1887 to connect Morgantown with the eastern portion of the county and the state along Deckers Creek to Masontown, Reedsville, Harman's Furnace and Independence. The work was finally completed in 1902 and subsequently purchased by Stephen B. Elkins in 1902, who completed the connection to Kingwood, then to the B&O in 1907.

The depot, (#47), was renamed the Union Depot in 1902, because it served both the B&O and the M&K. The M&K opened coal and timber lands to development. Coal and coke was shipped from Morgantown through the B&O. Transfer of the M&K from Elkins' ownership to the B&O in 1921 increased the potential for modern rail development in Morgantown. Other outlets and connections of rail transport opened coal opportunities to Fairmont.

Morgantown had train service from Pittsburgh to Charleston via Morgantown in 1912, connecting these two important state communities.

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The railroad brought many changes to Morgantown. Most of these occurred in the historic district due to its proximity to the railroad depot, the river, roads, and bridges. In short, due to its convenience to transportation of all sorts. Many of the extant buildings in the district were constructed during this boom period as warehouses, manufacturing houses or other commercial/industrial sites. These include #2, 3, 7, 8, 9, 10, 11, 15, 16, 18, 19, 24, 34, 37, 38, 47, 57, 61, 62, 63, and 64.

To capitalize on the new transportation opportunity, the Morgantown Board of Trade was formed to promote Morgantown for industrial and business development. In 1904, they published a small promotional brochure addressed to the Merchants and Manufacturers Association of Pittsburgh. In this they boasted that the B&O connection to Fairmont in 1885 brought "New Progress" and with the then recent extension to Pittsburgh, new manufacturing and factories were opening. The population of Morgantown had reached over 10,000, with six big plants employing over 200 opened and "scores" of others pending. They highlighted the university, the four building associations in the city, the five veins of coal nearby, and slack water to Pittsburgh, with two daily packet lines. They also talked of the locks and dams and boat travel to Fairmont. There were over 300 residences constructed in the last year, according to the pamphlet.

Another pamphlet, by the Morgantown Board of Trade in 1912, stated the population in 1910 as 9,150. They listed ten glass houses with 1,800 employees and a \$60,000.00 per month payroll.

The Morgantown Building and Investment Company was formed to promote the development of Morgantown, especially in the vicinity of the river and railroad and the industrial development. Their prospectus of 1891 shows the population of the town as 2,000. They state that there will soon be three passenger trains a day connecting to Uniontown and listed the manufacturing concerns in the city at the time. These included: 1 foundry; 2 furniture manufacturers; the Victor Elevator and Mills; Morgantown Brick Works; a creamery; a large roller flour mill; 5 hotels; the municipal building; a fire department; numerous retail shops; and

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a Standard Oil Station. With the exception of the retail shops, municipal building and some of the hotels, these resources were located along the river, and most within the Morgantown Wharf and Warehouse Historic District.

The investment company owned 100 acres and had options on another 2300 acres for furnaces and factories. They were laying out the lands in business and residential lots and had reserved the lands along the railroad and riverfront for manufacturing. They also boasted of having constructed eight, three-story houses in the last year with water closets and bath rooms.

In fact, their efforts were successful. They provided the land for the Seneca Glass factory in 1896. This fact was attested to in a publication by the Monongahela Valley Real Estate Company entitled "Morgantown West Virginia - Past and Present - A Glance to the Future." In the book, they again list the population growth and discuss the major industries in the town. They also state that 1200 new houses were built that year. Principal industries listed included: Seneca; Economy Tumbler; American Sheet and Tin Plate; Mississippi Wire Glass; Pressed Prism Plate Glass Company; Union Stopper; Crystal Tumbler; WR Jones Glass; and Marilla Glass, again, most in the riverfront area.

Manufacturers settled in the area, especially after the connection of the railroad to Pittsburgh. AE Lewis Glass and Door Company was located within 250 feet of the depot in 1907, with Alfred E. Lewis president. The Athens Lumber Company opened in 1903 at the mouth of Deckers Creek. The Morgantown Ice Company, (#116), was formed in 1901 by the Morgantown Building and Investment Company and was located to the north of the depot on land developed after the rail connection to Pittsburgh was completed. The Chaplin, Warman and Rightmire Lumber and Millwork Company, (#64), was formed in 1906 and their factory was located just north of the depot along the riverfront. In 1921 there were over 500 buildings constructed in town.

The significance of the Morgantown Wharf and Warehouse Historic District is also associated with the growth of Morgantown which



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was influenced by the transportation systems. The major portion of the district is located in what was originally a separate town than Morgantown, Durbannah. Durbannah was refused admission into the town in 1886 and subsequently incorporated as its own community in 1887. Seneca, to the north of the depot, was similarly incorporated in 1898. In 1901 an election was ordered for the disposition of the four boroughs and the town was expanded to include them, increasing the population to almost 5,000.

The population of Morgantown reflects the industrial development of the town. In 1890 it was 1,011; in 1900, 1,750; in 1908, 14,500; 1913, 18,000; 1920, 12,127; 1930, 16,186; and 1941, 16,655. As seen by the above figures, the boom period ended around 1913.

The Morgantown Wharf and Warehouse Historic District could be called an early intermodal transportation nucleus, as it combined all forms of transportation then in use. The bridge across the Monongahela River was originally a suspension bridge constructed in 1853-1856. The bridge was first discussed in 1850 and the Morgantown Bridge Company chartered that year. E.C. Wilson, (#43), was president in 1851. The plans for the recently completed Fairmont suspension bridge were used for this one as well. The bridge resulted in increased travel between Morgantown and Fairmont and increased residential construction on the opposite side of the river. The county later took over the bridge and replaced it in 1908 with an iron bridge constructed by the Canton Construction Company. The Pleasant Street bridge to Greenmont was begun in 1899, and the Walnut Street bridge in 1902. The South High Street bridge was constructed in 1903 and the concrete bridge to South Morgantown replaced the older one at Front Street in 1915. Roads were also under construction during this period including the Beverly Pike, Star City Road, Van Voorhis Road, and Deckers Creek Road. The result of all this development made University Avenue, in the Morgantown Wharf and Warehouse Historic District, a focal point of all of this transportation. Garages began to replace the liveries of old. Many of the automobile related services located on University Avenue to be accessible to the major road transportation into and through town. It was

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centrally located to the bridge over the Monongahela River, the bridge south to South Morgantown, and Walnut Street east. Bishops, (#67), on Walnut and University was one of these establishments, built ca. 1915. This trend continued into the 20th century with service stations located along University and automobile dealers such as Wilson Chevrolet Motors, which took over the building ca. 1948.

Development increased into the 1920's. The railroads continued to haul freight and passengers into the middle of the 20th century. Coal was the major commodity. By 1925 over 6,614 men were employed in mines in the region, using the rail transportation to distribute the coal. The last passenger train ran in 1953.

Prosperity came to a halt along with the rest of the world with the beginning of the Depression. Coal mines and plants closed during the period and with the closing of the American Sheet and Tin Plate Company, 700 workers were jobless. Some industries reopened in 1933. Business increased through the War, though not at a level to equal the boom period. Between 1940 and 1945, the Morgantown Ordnance Works employed up to 1,400.

The Morgantown Wharf and Warehouse Historic District is significant under Criterion C for its association with the architecture and type of structure common to warehousing and commercial development of the late 19th and early 20th century. Many of the original warehouses and businesses are still extant in the district. These include #2, S&S Warehouse; #5, the Weaver Building; #6, Southside Lumber; #11, the old Donley Building; #23, Morgantown Brick & Masonry Supply; #24, the Kincaid and Arnett Feed and Flour Building; #26, Hughart's Plumbing; #27, the old Morris Storage & Transfer Company; #32, the Malcolm Building; #33, the Malcolm Building; #34, the Malcolm Building; #35, the Reel Building; #41, WV Paper; #42, the old Coca-Cola Building; #43, Hills Furniture Building; #57, the City Dray Building; #58, DeAntonis Building; #59, DeAntonis Building addition; #61-63, WV Brewing Company, #64, the old Chaplin, Warman and Rightmire Lumber and Millwork Building; and #67, Vic's Garage.

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Many of the residences in the area are also associated with the industrial development of the district. Many were occupied by artisans and workers from the mills and warehouses. One example is the residence on Donley Street, (#10), occupied by the book-keeper for the Wilbourn warehouse.

In summary, the Morgantown Wharf and Warehouse Historic District is significant under Criterion A for its association with the wharf and river development of Morgantown, as the site of original settlement of the town; the location of early industry; the location of continued industrial and warehouse development as a result of river transportation; and the site of the historic wharf. It is significant under Criterion A for its association with the railroad development in Morgantown and the growth and industry that the railroad brought. The majority of the extant resources relate to the growth and industrial development following and as a result of the railroad. The Morgantown Wharf and Warehouse Historic District is also significant under Criterion C for its association with the type of architecture related to warehouse and industry as most of the extant buildings are warehouses.

The period of significance, 1847-1948, relates to the establishment of the wharf, (#142) at the intersection of Walnut Street and the Monongahela River and the last construction date within the period of significance for warehouse and commercial buildings. These buildings include #32, the Malcolm Building and #41, the West Virginia Paper warehouse. Both of these buildings were constructed in 1948 bringing to a close the major historical industrial development of the district.

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


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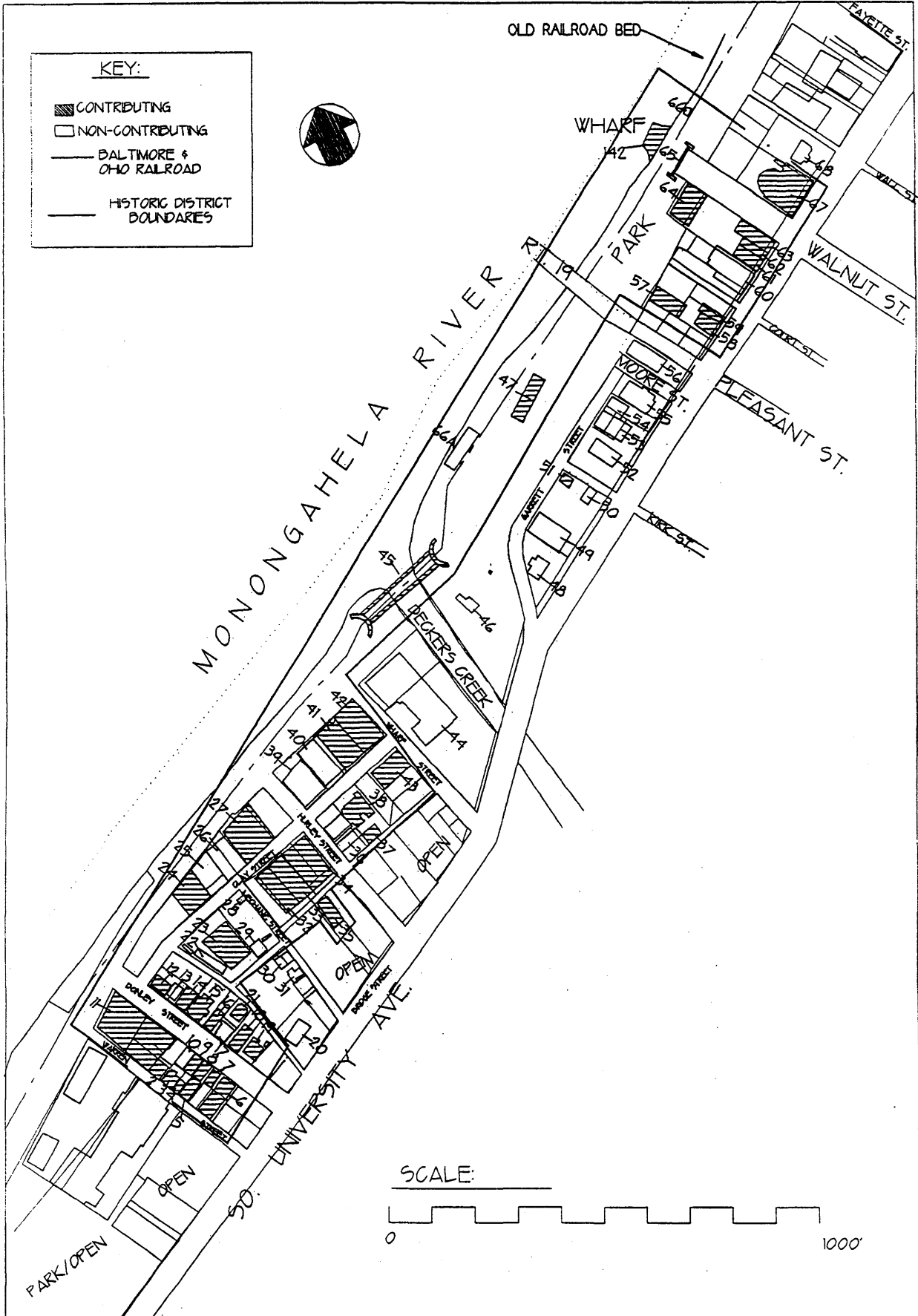
The boundary of the Morgantown Wharf and Warehouse Historic District is shown as the dotted line on the accompanying map titled "Morgantown Wharf & Warehouse Historic District, Monongalia County, WV" dated May 1, 1998.

BOUNDARY JUSTIFICATION:

The boundaries encompass the major extant resources associated with the industrial development of the riverfront area of Morgantown, West Virginia as it exists today. The area directly to the south of the district contains one modern lumber company building and open space. The western boundary is the Monongahela River. The eastern boundary is roughly the four lane road, University Avenue and this contains new construction. The northern boundary is defined by the last major extant warehouse associated with the period and areas of significance.

**KEY:**






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-  BALTIMORE & OHIO RAILROAD
-  HISTORIC DISTRICT BOUNDARIES

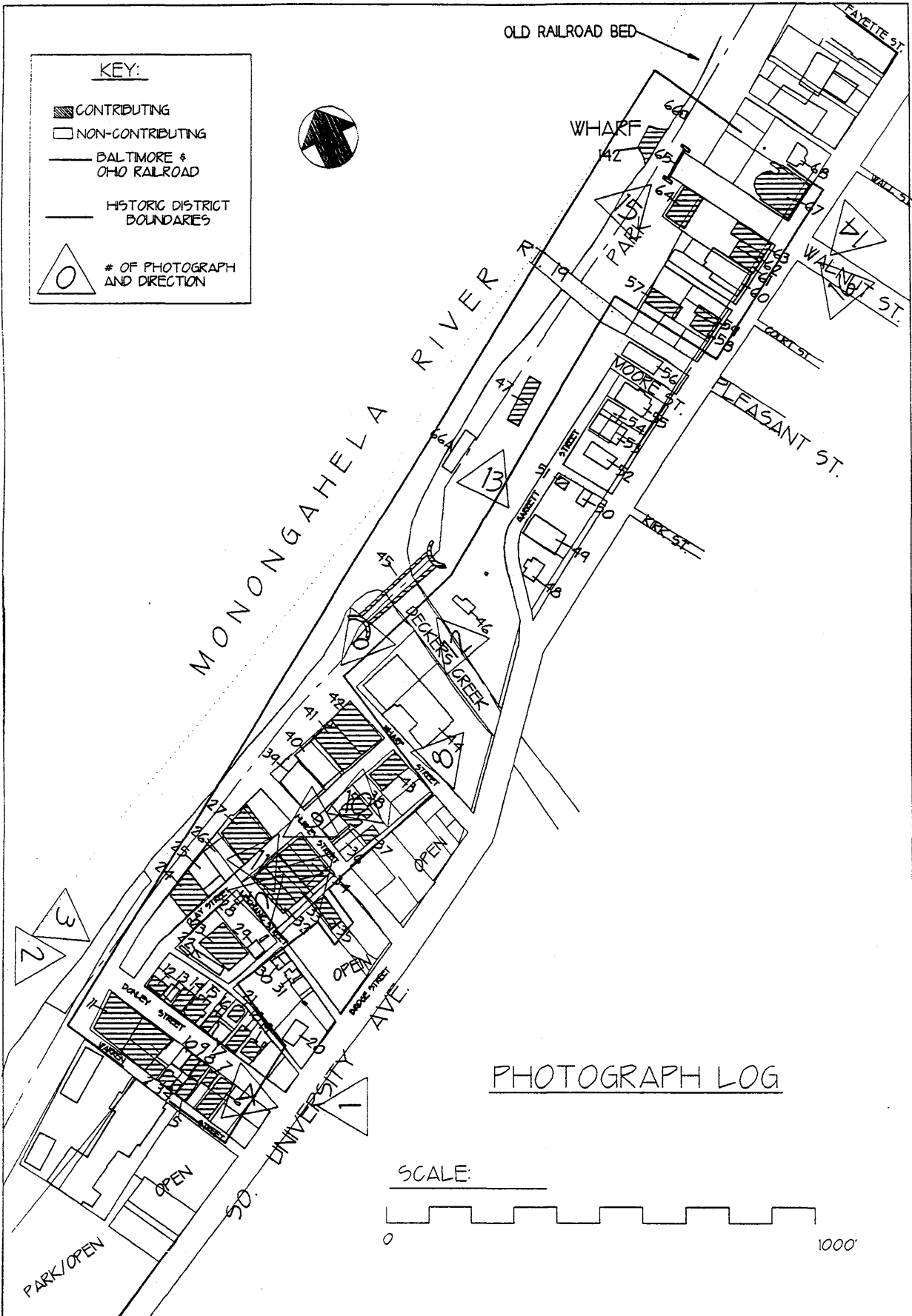


DWG: 1 OF 2 R/R/D	<b>MORGANTOWN WHARF &amp; WAREHOUSE HISTORIC DISTRICT</b> MONONGALIA COUNTY, WV	<b>MICHAEL GIOULIS</b> HISTORIC PRESERVATION CONSULTANT 612 MAIN STREET SUTTON, WV 26601 (304) 765-5716	Date MAY 1, 1998
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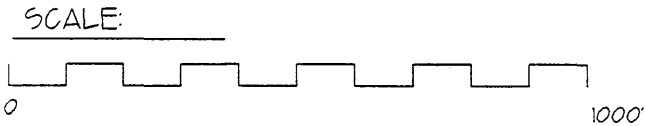


KEY:

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-  NON-CONTRIBUTING
-  BALTIMORE & OHIO RAILROAD
-  HISTORIC DISTRICT BOUNDARIES
-  # OF PHOTOGRAPH AND DIRECTION



PHOTOGRAPH LOG



DWG: 2 OF 2	<b>MORGANTOWN WHARF &amp; WAREHOUSE HISTORIC DISTRICT MONONGALIA COUNTY, WV</b>	<b>MICHAEL GIOULIS HISTORIC PRESERVATION CONSULTANT 612 MAIN STREET SUTTON, WV 26601 (304) 765-5716</b>	Date MAY 1, 1998
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