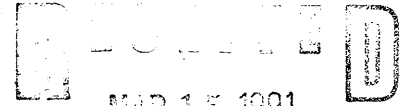


NPS Form 10-900
1024-0018
(Rev. 8-86)

OMB No.

United States Department of the Interior
National Park Service



NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

NATIONAL
REGISTER

1. Name of Property

historic name: The Glen Ferris Inn
 Stockton's Inn

other name/site number: Stockton's Tavern, Hawkins's Hotel

2. Location

street & number: U.S. Route 60, Glen Ferris

not for publication: N/A

city/town: Glen Ferris

vicinity: N/A

state: WV county: Fayette code: WV-019 zip code: 25090

3. Classification

Ownership of Property: Private

Category of Property: Building

Number of Resources within Property:

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u> </u>	<u>0</u>	sites
<u> </u>	<u>0</u>	structures
<u> </u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the
National Register: 0

Name of related multiple property listing: N/A

4. 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. ___ See continuation sheet.

[Signature] _____ 3/5/91
Signature of certifying official Date

State or Federal agency and bureau

In my opinion, the property ___ meets ___ does not meet the National Register criteria. ___ See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby certify that this property is: ~~Entered in the~~
National Register

✓ entered in the National Register [Signature] 4/25/91

See continuation sheet.

determined eligible for the
National Register

See continuation sheet.

determined not eligible for the
National Register
removed from the National Register

other (explain):

Signature of Keeper Date of Action

6. Function or Use

Historic:	<u>Domestic:</u>	Sub:	<u>Hotel</u>
	<u>Transportation</u>		<u>Road Related</u>
	<u>Institutional Housing</u>		<u>Military Quarters</u>
Current :	<u>Domestic</u>	Sub:	<u>Hotel</u>

7. Description

Architectural Classification:

Federal vernacular
restyled classical revival;
Addition, eclectic classical revival

Other Description: N/A

Materials: foundation Stone roof slate; asphalt for addition
walls brick other wood windows, doors, porches,
stuccoed brick columns,
plaster capitals, concrete
foundation for addition.

Describe present and historic physical appearance. X See continuation sheet.

The Glen Ferris Inn is a T-shaped brick building made up of two distinct sections, a three-story painted brick house, and a two-story red brick west wing. It is situated on the northern bank of the Kanawha River, overlooking The Great Falls of the Kanawha River.

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8. Statement of Significance
=====

Certifying official has considered the significance of this property in relation to other properties: local.

Applicable National Register Criteria: A, B.

Criteria Considerations (Exceptions) : N/A

Areas of Significance: Transportation
Commerce
Military
Industry

Period(s) of Significance: 1839-1935

Significant Dates : 1848, 1861

Significant Person(s): Aaron Stockton

Cultural Affiliation: N/A

Architect/Builder: Original Building: Unknown
Classical Revival Reworking, c. 1910:
Bonaventura Bosia
West Wing Addition, Meanor & Handloser,
Architects, Huntington, WV, and
Minter Homes, Huntington, WV, builder.

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

X See continuation sheet.

Summary

The building now called The Glen Ferris Inn has been a fixture and supporting character in American regional history since entrepreneurs first began to make their mark on the Upper Kanawha Valley in the early nineteenth century. It was a stagecoach stop, the home of a wealthy and prominent gentleman with many business interests significant to the economic development of the region, a Union quartermaster's depot for several months in 1861, and in the first half of the twentieth century, served as quarters for managers, supervisors and workers involved in developing the region as an important national chemical, manufacturing, natural resources, and hydro-electric generating center.

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

Primary Location of Additional Data:

- State historic preservation office
 - Other state agency
 - Federal agency
 - Local government
 - University
 X Other -- Specify Repository: West Virginia State Archives,
The Cultural Center, Charleston,
WV.

10. Geographical Data

Acreage of Property: 1.43 acres

UTM References: Zone Easting Northing Zone Easting Northing

A	<u>17</u>	<u>481180</u>	<u>4222300</u>	B	_____	_____
C	_____	_____	_____	D	_____	_____

____ See continuation sheet.

Verbal Boundary Description: N/A See continuation sheet.

Beginning at a stake on the West Bank of Kanawha River, which bears North 46 degrees , 14 minutes West, 450 feet from cross on Falls Rock and running North 87 degrees, 36 minutes West, 93 feet to set stone, 15 feet from centerline of the James River and Kanawha Turnpike (U. S. Route 60) to set stone; thence leaving the James River and Kanawha Turnpike North 88 degrees 42 minutes East, 32 feet to stake at water's edge, thence with the meanders of the water's edge to beginning, containing 1.43 acres.

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The building has endured many modifications in its time. The original house, a vernacular structure with Federal architectural influences, may have been built as early as 1815, as one 1915 newspaper account alleges. It certainly stood in 1839, when its owner Aaron Stockton first applied for a license to operate an "ordinary" to accommodate travelers on the James River and Kanawha Turnpike. At some unknown point in the nineteenth century a one-story western wing was added.

Margaret Williamson Montgomery, who was born in the house in 1895 and whose family owned the property from 1817 to 1920, remembers the house before her mother, Margaret Hawkins Williamson, remodeled it, circa 1910: "It was a plain house, just a plain brick house in front, with all these doors." Mrs. Montgomery says her great-grandfather Stockton built the original western wing, which in her day contained two bedrooms on its single floor and an underground basement kitchen and diningroom.

In 1910, the building was a single-family residence. Mrs. Montgomery does not know why her mother decided to remodel the house, except that she wanted to improve it. "She had fine taste," says Mrs. Montgomery. She directed the creation of a third story on the original building, altering the roof line to its present four gable style, covering it with slate, and added tin built-in gutters and wooden ridge finials. The exterior of the third story addition is stucco, studded by hand with quartzite chips from one to two inches in length and varying diameters.

Mrs. Williamson remodeled the exterior in keeping with the popular classical revival fashion of the day. The most outstanding feature of that permutation is the second story wooden veranda extending around the front, eastern, and southern elevations of the house. Beneath the veranda is a concrete promenade.

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Thirteen stuccoed brick vernacular columns approximately 9'6" in circumference support the veranda and roof, arranged at regular intervals around the three sides of the building so that the direct view of each elevation shows five columns. The columns are crowned with manufactured molded plaster Ionic capitals featuring an egg and dart band beneath a honeysuckle motif. A lathed wooden balustrade completes the classical revival reworking.

Enclosed on the southern elevation to serve as a sun porch overlooking the river, the columns and capitals are exposed on the room's interior, with modern triple awning windows between the columns on the southern side. The western exposure retains the original side light design of three rectangular lights on either side of a large stationary light. On the eastern exposure, a one-light, two vertical panel door to the veranda is flanked on the left with a three-quarter light, and on the right with a half light and beneath it, a smaller light.

Golden topaz and green translucent stained glass, and rose-beige opalescent glass is set in a continual clerestory of rectangular lights above the porch's windows and door. Five double hung windows originally enclosed the porch, one on the east and west porch elevations and three on the southern elevation. Each window was flanked with three rectangular lights. The modern triple awning windows, installed in the late 1980s, fit within the original window openings.

What is now the front, or northern, exterior of the original house is symmetrical in design. A large door with five horizontal panels topped by a single rectangular transom light opens in the center of the house. A 1900 family photograph of the building's front shows a transom divided into four lights.

A smaller door directly above the ground floor door opens to the second story veranda. It features a full vertical single light.

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On the ground and second stories, a large, vertical rectangular two-over-two window is set on either side of the doors, with plain, massive timber lintels and sills of matching size. A photograph of the house's southern elevation taken after the first remodeling show similar sills and lintels. On the front, a large stone step beneath the left window on the ground level confirms that the opening was once a door; 1928 architects' drawings indicate "new window, old door removed," in that position. The plans also indicate a second new window on the western elevation near the entrance to the west wing. Apparently the builder was directed to match the new window millwork with windows already in place as of 1928.

Close examination of the original building reveals the outline of an arch above a western front window. The arch may indicate the repair of a faulty restructuring of the opening. Mrs. Montgomery reports that in the first remodeling, a doorway there was bricked in and replaced with a window. A stone step remains under that opening.

"There were four (front doors)," Mrs. Montgomery states, describing the side door and the large front door (still existing) into the same living room, another matching front door into an east front bedroom, and a set of large double doors in the center of what she terms the "el," or western wing. According to her, there was also a set of identical double doors on the river side of the western wing.

Curved iron braces occur at identical locations near the second story floor on the eastern and western elevations of the original building, suggesting that an iron bolt adds support.

The size and texture of bricks in the original house indicate they are handmade, probably of local clay. The coursing is an inconsistent Flemish bond. Apparently, when the bonding pattern did not work the mason modified the plan to suit his purposes. On the building's front, some headers are deleted placing four stretchers in a row to create the horizontal coursing.

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The House Interior as Mrs. Montgomery Remembers It

The living room on the main house's ground floor was "kind of double...it had this arch in it. It was kind of like two rooms. And then you had your two bedrooms. One was back toward the river; one was in one of those entrances in the front, which you entered that used to be a bar, you know, for the stagecoach people. That was at the front of the house. This one front entrance, I remember later on, my mother had a bedroom there. Maybe it was a bedroom then, (when the stagecoach travelers came through) but what I remember most about that when my mother remodeled the inn...she did away...with what was a bar. Right at the entrance of the door to the right. I remember the day she had some men tear that out, a little bar....She just didn't want it there, you know. The day had passed for people to stop and have something like that.

"These bedrooms, at the upper side of the house, one was at the back. At the back you entered from the back of the living room. You entered one room out of something, must have been another bedroom. It must have been a very small one. And (from the front of the house) it entered into this long bedroom that had an entrance at the front. That's why the two front doors. One to (the bedroom) and one to the living room. And we had this fireplace at the front and one at the back. Two fireplaces there. Coal fire. And later we had gas in the places, but years ago it had to be coal."

Four yellow brick interior chimneys placed symmetrically on the exterior walls of the original house indicate the presence of fireplaces, one in each original room of the house, positioned on the northern and southern exterior walls. Only the northwest fireplace remains exposed in the original house's interior today. "I remember a mantel (my mother had)," recalls Mrs. Montgomery, describing the present mantel in the inn's diningroom. "It was the same in the back (fireplace) as in the front...It had a mirror. Each side of this mirror had a...round pillar. It was made of wood. Probably oak. Kind of a small mantel, and it might have been something like a little table between these pillars."

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Mrs. Montgomery remembers that her mother created bedrooms on the northern and southern sides of the third story. "At the top of the stairs, she had a big linen closet, and then she added a bathroom, right near the linen closet. After going upstairs you turned back to the bathroom and the back bedroom. The bedrooms had closets. I remember because a lot of times I slept upstairs. I liked the back bedroom. You could see way up the river..."

At the same time, Mrs. Williamson also had the stone wall built that surrounds the property. Made of local sandstone and finished with slag from the ferro aluminum manufacturing process produced by the neighboring factory, the wall defined Mrs. Williamson's holdings, including the property where the stables once stood, currently a parking lot on the eastern side of the building. Mrs. Montgomery says alterations to U. S. Route 60 have obliterated portions of the eastern wall. Fragments of broken glass bottles once set in concrete along the top of the wall can be found on the eastern fence extension closest to the river.

A Fayette Tribune newspaper story concerning the house published October 14, 1915, states "Mrs. Williamson, without changing the famous old house in any of the essentials, has made it one of the most delightful residences which taste and wealth can devise. None of the rooms of the house have been essentially changed. The old dining room in the basement, in which have been entertained the most famous men of the Republic, is still approached from the outside, just as it was when John Tyler, George Rogers Clark, Henry Clay, Audubon, Andrew Jackson, Thomas H. Benton, Crittenden, Breckenridge, Henry A. Wise, Floyd and hundreds of other of the most famous men of our country sat at its table."

The Building After EMCO Acquisition

Mrs. Williamson sold the property on July 31, 1920, to the Electro Metallurgical Company (EMCO), a Union Carbide subsidiary.

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A drawing dated September 7, 1920, shows EMCO's plans to modify the second and third floors of what is called The Recreation Building. The plan shows stairs that no longer exist on the eastern side of the building connecting the second and third stories, and stairs to the lobby connecting the house with the western wing that descend on both north and south sides of the top landing. The present stair runs proceed north to a landing, then directly reverse to the second floor.

Architects' drawings dated November 1928 note "old partitions removed" and "new columns" on the eastern side of what is now the diningroom, creating the large, open space that exists today. The closet-size room presently used for office functions located to the left and south of the main entrance was once a ladies' restroom, according to these drawings.

The 1928 plans show the third floor of the original building to have seven bedrooms and one bath; the second floor shows five bedrooms with the present configuration of partitions, and a lounge on the enclosed porch overlooking the river, as now.

The Western Wing

The original west wing measured approximately 75' x 20', according to a set of eight drawings titled "Alterations and Additions to the Recreation Building," November 1928. Mrs. Montgomery remembers steps leading up to double doors at the approximate center of the wing on both road and river sides. The doors entered into a large room in the middle of the wing.

In 1929, the one-story wing Mrs. Montgomery remembers was supplanted by the current two-story building to accommodate a greater number of guests, and provide for their entertainment with a ground floor theatre, billiard and ping pong room.

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The design of the present western 104' x 40' extension is the architect's own classical revival expression. The main lobby entry features a single eight-light door flanked by four rectangular sidelights and topped with a semi-circular aggregation of lights arranged in a sunburst or fan pattern. On the ground floor, three eight-over-eight windows inserted in arched reveal panels with limestone trim at each spring of the arch and limestone keystones flank a center set of two narrow vertical windows, each four-over-four, also in a reveal panel. The center window configuration is repeated in the two ground floor window panels on the wing's western elevation, with eight-over-eight windows centered directly above the reveal panels.

On the second story, the northern elevation features five eight-over-eight windows with one horizontal four-over-four window above the bay adjacent to the door. The southern elevation features nine windows, seven of which are eight-over-eight and two of which are narrow vertical four-over-four.

Single exit doors on both floors of the wing's western elevation are centered, one above the other. A permanent metal fire escape connects the second story to the ground.

The extension's exterior is made of manufactured red brick, set in a modern running bond. Above the arched window bays, a band of two corbels up and two corbels down with a soldier between runs the entire perimeter of the building. A flat, asphalt roof is concealed with a shallow nondescript wooden cornice.

A second set of drawings dated December 1929, signed by Minter Homes of Huntington, a large custom millwork company, shows a 174-seat theatre along with the billiard rooms and ping pong tables. This plan superceded an earlier plan to install a two-lane bowling alley where the billiard tables were placed.

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Proposed alterations dated March 31, 1935 from Union Carbide's Niagara Works show three versions with Plan C calling for 10 bedrooms on the first floor, five on each side of a central corridor, with exit door on western end, a lounge directly behind the lobby and a gas fireplace in the lounge. Plans refer to the building as The Glen Ferris Inn.

Drawings dated March 1941 show partitions were added to the house's third floor to create two apartments, one designated as "Beckner's," the inn's manager, and the other as "Buckley's." A rectangular brick addition, 27' x 28'8", containing three rooms with shared bath and one room with private bath, was attached to the south side of the house, off the enclosed rear promenade.

The Inn Today

The property has not been significantly altered in the past 50 years.

A diningroom seating 60 guests occupies the ground floor of the original house. Kitchen facilities are housed on the enclosed southern portion of the promenade, and in the 1940s brick addition, from which the partitions have been removed. The second floor offers four guest rooms, two of which are connected by a shared bath. The eastern riverside bedroom is converted to a kitchen with dumbwaiter, and is connected to the sun porch lounge by a service window. The entire third floor serves as the inn manager's apartment. Interior walls remain plaster on wood lath.

The inn's present main entrance, at the eastern end of the wing and connecting to the original building, features a fire-bricked gas fireplace to the right, with a knotty pine mantel and backpiece that reaches the ceiling. Knotty pine wainscoting, upper plaster walls finished with wall covering, and an eight-inch hardwood ceiling molding overlaid with a dental motif completes the interior. The fireplace functions but rarely is used.

NPS Form 10-900-a
1024-0018
(8-86)

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Directly south of the lobby is a parlour with a river view and gas fireplace on the eastern wall. A central corridor divides four guest rooms on the river or south side, and five guest rooms on the road or north side, with one used for storage. The ground floor also offers small men's and women's restrooms. The wing's original guest rooms had plaster walls but often have been repaired and covered with prefinished plywood paneling.

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It was an instant success as a stagecoach stop. Situated at the landmark Kanawha Falls, the point at which the Great Kanawha River becomes navigable and the terminus of the 1790 Old State Road, the inn welcomed traffic on one of the busiest new national routes west, the James River and Kanawha Turnpike, opened in 1827. Also, it captured trade from travelers on the Giles, Fayette and Kanawha Turnpike who ferried across the river just below the inn. It remained a popular tavern until 1874, when the opening of the C&O railroad on the south side of Kanawha River quenched stagecoach traffic, and the new Kanawha Hotel on the south side of the river cornered the rail travelers' market.

From that time until 1920, the house was still referred to as "the inn" by its residents, descendants of the original innkeeper, and occasionally hosted travelers and boarders. In 1920, EMCO, a subsidiary of Union Carbide, bought the property to house employees imported to develop what would become the world's largest ferro-alloy plant, and to supervise the building of Hawks Nest Tunnel through Gauley Mountain. The inn was still open to itinerants as space was available.

With the proliferation of the automobile in the 1930s and '40s, The Glen Ferris Inn once again gained prominence as one of the region's few hostelries along the winding two-lane "superhighway" by then known as The Midland Trail, or U. S. Route 60.

Stockton's Inn

Throughout most of its significant history the inn was owned by Col. Aaron Stockton and his descendants. No documentation has been discovered proving the building's construction date, but the 1915 newspaper account of the inn's history alleges the house was built in 1815 by two Irishmen. The property was bought in 1809 by five

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Hough or Hugh brothers, but no record exists of its sale or transfer from their ownership. The next record is an 1817 deed conveying the land from John and Molly Hansford to Stockton, stating that it is the property "known as the Falls Tract, whereon the family of the late William Morris resided at the time of his decease" (Kanawha County Deed Book E, page 93). Morris was the first permanent settler in Kanawha County, arriving in 1774, and one of the first representatives of Kanawha County, formed in 1788.

In addition to its ideal location, the inn offered the attraction of a wealthy and genial host who was both colorful and controversial. Born in Princeton, New Jersey to a distinguished family, Stockton was a grandson of Richard Stockton, a signer of the Declaration of Independence. He was first engaged in making salt when he came to the Kanawha Valley soon after the War of 1812. He hired his brother-in-law, William Tompkins, to work with him, but sold out to Tompkins soon after the nation's first trust was formed to regulate salt price and production levels.

Early documentation of Stockton's Inn is found in 1839 Fayette County records, when he paid \$20.00 for a tavern license allowing him to serve alcoholic beverages to guests. The following year he again paid the same price for what is called an "ordinary" license. In 1841 he paid only \$8.50 for an entertainment license, which did not include permission to sell alcohol.

Historian Julius DeGruyter in The Kanawha Spectator (pages 305-307) quotes an inn guest's description of Stockton as "a character...a man of resources and energy. At the same time he was a gambler and reckless in all his activities, quarrelsome and litigious. But he was liked by most of his neighbors..."

Stockton acquired huge tracts of land, was a slave-holding farmer, owned the ferry and a sawmill that stood on the present site of the old EMCO power station, and built flatboats on what is called

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Montgomery's Island for \$1.00 per foot. In 1842, he was a hotly contested delegate to the Virginia Assembly, representing Fayette and Nicholas Counties.

In 1848, with the discovery of top quality cannel coal on his property, he became West Virginia's first major coal extractor and exporter. He obtained oil from coal by means of an open-kettle process and used it to grease his wagons, and he shipped cannel coal to cities along the Ohio and Mississippi on his own flatboats. He sold his coal lands in 1857 to a partnership known as Coons, Pickett and Company for \$50,000. The new company formed the Union Coal and Oil Company which built a hugely successful crude-oil factory at Cannelton.

Stockton was patriarch of a family of six children, two boys and four girls. His fifth child, daughter Eliza Stockton Veazey, came home to the inn to bear a son, Oscar A. Veazey, on May 25, 1851. Veazey went to live at the inn in 1859, upon the death of both his parents. He resided there through 1869, while surveying New River Gorge for C. P. Huntington's C & O railroad. In 1883, Veazey was appointed by Gov. Jacob B. Jackson to the newly created position of State Inspector of Mines. The following year, he drafted the first regulations governing coal mining in West Virginia. Veazey would later chartered the Kanawha Valley town of Pratt, and served as its mayor for many years.

The Inn's Civil War Era

From July through December 1861, when Union armies occupied Fayette County under General Rosecrans, Stockton's Inn served as the Union quartermaster's depot. Confederate Captain Robert A. Bailey made this written report to General Wise on August 28, 1861:

"I camped in the wood that night and went on the next day to Cotton Hill. I passed out on a ridge to the right of the Giles, Fayette and Kanawha Turnpike, followed it on the top for about three miles, passing three pickets of the enemy stationed

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on the turnpike to my left at intervals of about one mile, each picket numbering from twenty to thirty men. I followed the ridge to a point just opposite the mouth of Gauley River. There I saw the enemy's position camp, works for defense and men. I was not able to count all the tents at the mouth of the Gauley, they being too thick and clustering together looking like a town. Below that place two miles at the house of Aaron Stockton I counted some thirty tents. I saw a flag flying from a tent near Stockton's house..."

Fayette County Civil War historian Tim McKinney relates that the house was the target of bombardment during an exchange between Confederate forces on Cotton Hill and Union forces at Gauley Bridge, in November, 1861. Confederate cannons were not powerful enough to reach and destroy the building.

The Inn's Legacy After Stockton

In 1869, the year of Aaron Stockton's death, Jane Tompkins Stockton, the sixth and youngest child, married William Hawkins, a stagecoach driver from Richmond, Virginia. The 1874 opening of the C&O Railroad marked the practical end of stagecoach travel on the James River and Kanawha Turnpike. The inn, now run by the Hawkinses, still offered shelter to the occasional highway traveler.

Jane Tompkins Stockton Hawkins died intestate on January 14, 1898, leaving the property in the hands of her husband. A May 5, 1904 map marking property of the Willson Aluminum Company, forerunner of the Electro Metallurgical Company of Kanawha Falls, WV, (sic) indicates a T-shaped building as The Hawkins Hotel, as well as a Hawkins store and stables where the eastern parking lot now exists.

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The property passed into the hands of Margaret Hawkins Williamson upon her father's death in 1905. She made the first substantial changes in the inn's appearance by engaging an immigrant craftsman, Mr. Bonaventura Bosia, to remodel it, circa 1910.

Bosia added the third floor, hand studding its exterior with chips of the same type of quartzite (silicon) that would later be cited as the cause of death of hundreds of workers building nearby Hawks Nest Tunnel, from 1930 through 1935.

Bosia also constructed the house's classical revival columns and porch, and built a stone wall around the property. The wall is made of local sandstone and topped with slag from the ferro-aluminum manufacturing plant next door. The plant, the Willson Aluminum Company, became in 1907 the Electro Metallurgical Company, a subsidiary of Union Carbide Corporation.

Mrs. Williamson directed Mr. Bosia to place broken bottles in cement along the top of the wall, allegedly to discourage intruders and to contain her bulldogs. Fragments of the bottles remain on the northern extension of the fence, near the river.

Although the house did not actively function as an inn between 1905 and 1920, Mrs. Williamson continued the tradition of extending hospitality to travelers, and upon at least two occasions, took in boarders.

"There was always someone there," Margaret Williamson Montgomery said in an interview on April 29, 1990. Mrs. Montgomery is Margaret Hawkins Williamson Osington's daughter, who was born in the house on May 26, 1895, and resided there until she was 25.

"There were not many houses around there then....There was always someone spending the night, or stopping there to get something to eat. People we'd never seen, people walking through the country

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that would want to eat. I guess her people fed them, or she did. She'd always give them something to eat. And sometimes people would spend the night. There just wasn't anywhere (else) to stay."

"That wasn't every night we had that," Mrs. Montgomery continued, "but now and then. I don't remember her every charging. Now there was some men later on, one coal man, and one man at the plant. She let them have rooms. there. I guess she charged for that because they were there for quite some time. One of them was Mr. Long. He died a few years ago. He was a Pennsylvania man. I remember the day he came and wanted a place to stay. She wasn't in the habit of having people come in and stay like he stayed, but he couldn't find a place. He stayed there, I believe, until she sold the house."

"Another man, he later married after he'd been there for a while...His name was Ragland. Mrs. Ragland, after he brought (his wife) from Virginia, she was one of my mother's best friends. And Ragland stayed there." (T. R. Ragland was plant superintendent from 1902 through 1904, according to the May 1951 50th Anniversary edition of EMCO News.) "He had a room in the el part of the house, I remember that very well....I don't remember them eating there. I don't know what they did about food, whether they fed them or not. Rather than put them out on the road at night, my mother just let them stay."

The EMCO Period

On July 31, 1920, the Electro Metallurgical Company (EMCO) bought the property from Margaret Hawkins Williamson for \$100.00.

Two months later, the company presented the first plans for modifying what the company now referred to as "The Recreation Building" to accommodate plant personnel. Early in the 1920s, partitions were removed and new interior support columns were

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constructed to create the dining hall space that exists today in the original house. In 1929, a new two-story wing supplanted the original one-story western extension. On the first floor, the building offered a 174-seat theatre equipped with a projection room for showing silent movies, and a game room furnished with billiard and ping pong tables, for EMCO employees' enjoyment. In 1935, the first floor entertainment amenities were replaced with 10 guest rooms. Plans for that remodeling refer to the building as The Glen Ferris Inn.

"Emco used (The Glen Ferris Inn) for bachelor's quarters for young engineers," says Mrs. Catherine Skaggs, executive secretary to EMCO's plant supervisors from 1939 through 1976. "They also used it as an inn for officials who visited the plant. The original plant was a little tiny job just below the inn. Even in my time, there were several young fellows who lived at the inn."

Mrs. Grace Stillwell Shumate managed the inn from the late 1920s through 1936. She lived in a three-room apartment on the house's second floor with her two sons, Samuel and Maynard. Charles F. Ward, a supervising engineer on the Hawks Nest Tunnel project, who lived at the inn from January through March, 1929, remembers her and the inn well:

"The new wing had been built. I think they used it for their men from North Carolina that would come up. Joe Scales was one of the founders of Union Carbide. He and George Lancaster, and others who were founders of Union Carbide, of Spray, North Carolina, they came up and bought the plant at Glen Ferris.

"We used to hold dances (at the inn)," Ward recalls. "There were a few (sleeping) rooms on the second floor, but the main rooms were in what we called the annex. There was an auditorium where we used to have movies and plays."

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"Management lived at the inn," Ward says. "It was used mostly for people who came down from the New York office, and so forth. The inn was also open for transients as the space was available, and the restaurant was always open to the public."

Samuel Shumate also remembers the days of EMCO's management. "This was while the tunnel was being built," he recalls. "It was about this time when the company needed more room for the people they were hiring. They remodeled the inn. To begin with, the wing that was the old theatre, that was changed into guest rooms."

Following the Period of Significance

A Mr. Rairden possibly managed the inn for a short time immediately following Mrs. Shumate. Mr. June Beckner was manager for several years; four rooms and a bath are allocated as "Beckner's" on a 1945 plan for new partitions. Three rooms and a bath are labeled "Buckley's." Charles Ward identifies Buckley as EMCO's resident field engineer.

Mr. and Mrs. O. Maxie were proprietors from 1957 until 1970, when Mr. Stanley "Buster" Farha took over. Farha managed the inn until April 1, 1989.

The Glen Ferris Inn is presently owned by Elkem Metals Company, which received the property when the company acquired Union Carbide's Alloy plant on June 25, 1981. James and Georgia Walsh are the inn's current proprietors, beginning their residency in April, 1989. The inn serves business travelers, many of whom are affiliated with The Elkem Company, and tourists traveling the Midland Trail Scenic Highway to New River Gorge National River.

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Boundary Justification: N/A See continuation sheet.

The above boundary description is taken from the 1920 deed conveying the property from Mrs. Williamson to Union Carbide Corporation. The land described is a portion of that historically associated with the Stockton Inn. The inn building occupies a parcel of land overlooking Kanawha Falls, and faces on the old James River and Kanawha Turnpike, now known as U. S. Route 60, or the Midland Trail Scenic Highway.

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