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

OMB No. 1024-0018

United States Department of the Interior National Park Service
NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

1. Name of Property

historic name: Stone Tavern at Roney's Point

other name/site number: _____

2. Location

street & number: intersection of East National Road and Roney's Point Rd.

not for publication: N/A

city/town: Roney's Point

vicinity: N/A

state: WV county: Ohio

code: 069

zip code: 26059

3. Classification

Ownership of Property: private

Category of Property: building

Number of Resources within Property:

Contributing	Noncontributing	
<u> 2 </u>	<u> 0 </u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u> 2 </u>	<u> 0 </u>	Total

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

Name of related multiple property listing: Historic and Architectural Resources along the National Road in Ohio County, West Virginia

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4. State/Federal Agency Certification
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As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this

nomination
 request for determination of eligibility
meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property

meets
 does not meet
the National Register Criteria. See continuation sheet.

William G. Lauer
Signature of Certifying Official

6/4/92
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 Date

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5. National Park Service Certification
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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): _____

Patrick Andrews 2/11/93

Signature of Keeper

Date of Action

=====

6. Function or Use

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Historic: Domestic Sub: Hotel
Domestic Hotel

Current : Commerce/Trade Sub: Business
Vacant/Not in use

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7. Description

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Architectural Classification:
Early Republic/Federal
Late 19th and 20th Century Revivals/Colonial Revival

Other Description: None

Materials: foundation Sandstone roof Asphalt
walls Sandstone other Stucco
Wood

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

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8. Statement of Significance

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

Applicable National Register Criteria: A, C

Criteria Considerations (Exceptions): N/A

Areas of Significance: Transportation
Architecture

Period(s) of Significance: early 1800's 1922

Significant Dates: 1922

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: Unknown

State significance of property, and justify criteria, considerations, and areas and periods of significance noted above.
X See continuation sheet.

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9. Major Bibliographical References

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See continuation sheet. X

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
- Other -- Specify Repository: N/A

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10. Geographical Data

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Acreage of Property: 2.96 acres

UTM References: Zone Easting Northing Zone Easting Northing
 17 534170 4435780

Verbal Boundary Description: X See continuation sheet.

All that certain property situated on Little Wheeling Creek, near Roney's Point, in Triadelphia district, Ohio County, West Virginia, more particularly bounded and described as follows: beginning at a point in

Boundary Justification: ___ See continuation sheet.

The nominated property constitutes the tract of land historically associated with the tavern.

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11. Form Prepared By

=====

Name/Title: Katherine M. Jourdan and Laura J. Pfeifer

Organization: Division of Culture and History Date: 20 April 1992

Street & Number: 1528 Market Street Telephone: (304) 238-1300

City or Town: Wheeling State:WV ZIP: 26003

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Stone Tavern

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This property compares two styles of overnight accommodations built almost 100 years apart. One is an excellent example of a stone tavern built along the National Road in the early days of the highway. Constructed in the first part of the nineteenth century by either Ebenezer McKinley or Ninian Beall, the tavern has withstood numerous owners and the exterior remains in fairly remarkable original form despite some additions. The second building is a unique early twentieth century one story ten-unit auto camp with garages on the lower level.

Located on the northeast corner of the intersection of the National Road and Roney's Point Road (which runs north), and Dallas Pike (which runs south). The tavern is on the same level as the roadbed and rests approximately five feet from the north side of the road. The west wall runs directly along Roney's Point Road. To the east is a large gravel parking lot and Little Wheeling Creek is a few yards to the north.

The tavern is Federal in style, having an I-house form, with later Italianate details added in the 1870's. The front walls are made of thick cut sandstone blocks with the side and rear walls being a rougher fieldstone. The south, or front facade, has five bays with a center round arch recessed doorway with keystone. The panelled door has a fanlight transom and a panelled moulding on the inside jamb and under the arch. The doorway is reminiscent of the one at Shepherd Hall, a 1798 stone mansion built by Moses and Lydia Shepherd, which was listed to the National Register in 1970. The Shepherd's were instrumental in influencing the route of the National Road which eventually passed their property only a few miles to the west. The first floor has four new 1/1 double-hung windows while the second floor has five earlier 4/4 openings. All the front windows have stone sills, and lintels with recessed roundels at the corners. The Italianate entablature has a block design with paired decorative brackets. There is a plaque at the southwest corner of the building recognizing the National Old Trails Road which was the name for the transcontinental highway between 1912 and 1926. The plaque was placed by the Wheeling Chapter of the Daughters of the American Revolution. A interior chimney is to the left end and the tavern has a cross gabled asphalt roof.

A wing was added in two stages to the right of the front facade in the 1920's. It is made of brick with two stories and two bays. On the first floor is a round arch window with fanlight over a multilight window. At the right corner is a panelled door with fanlight transom. There is an entablature across the first floor. The second floor has two pairs of windows with a narrow upper sash.

The west facade has the gable end over the front rooms of the tavern and the rear ell extending to the north. Over the gable end is wood siding that was used as a billboard. On the first floor are four new 1/1

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double-hung windows. The second floor has two 4/4 light windows, all the openings have stone lintels and sills. Attached to the north end of the ell is a two story red brick addition with two bays on each floor of the west facade. This addition was used as a post office for the Roney's Point community. The second floor has 4/4 double-hung windows and the first floor has a window at the left corner which is covered by plywood. To the left of the opening is a small 1/1 square window.

From the east facade the rear additions which fill-in the original L-shape form are visible. To the left the gable end of the original tavern is visible with its fieldstone walls. Below it is a low shed roof over the brick addition. There are two bays on each floor of the addition with round arch 1/1 windows on the first floor and a single double-hung window on the second floor with a horizontal decorative light window to the right. Stucco covers the wall on the second floor of this addition. There is a one story vertical board and brick L-shape addition around the perimeter, and a two story center core brick addition. The two story addition has two multilight openings with metal awnings on the second floor of the east facade. On the first floor are four bays with a triple and two single 6/1 openings and a garage door at the right corner.

To the north, or rear facade, the additions are also visible with the gable end of the stone tavern's ell visible to the right with the two story addition projecting out towards the creek. To the left is a gable end over the center two story addition with wood shingles in the peak over the brick walls. To the left is the rear of the brick addition, fronting the National Road, and across the first floor is the one story addition with ribbon windows.

Located approximately ten yards to the northeast of the tavern is the contributing Stone House Auto Court built in 1922 by Frank Ehrhart. Once there were two identical buildings which faced each other across a courtyard. However, the one on the east was razed in 1983 due to its poor condition after a fire in the late 1970's. The remaining building is a unique ten-unit elongated one story building with a lower level garage. The building is constructed of square tile block with stucco covering.

The east, or front facade, has ten bays with a full wooden porch supported by Doric columns with square rails on the balustrade. The main floor is elevated and was reached by a stairway on the south end of the porch. Part of the stairs is now missing but the top newel post remains. Each of the ten bays on the main floor had a center door with a four light opening. There are sidelights as well as a six light transom. On the lower level each of the ten bays had a door with five horizontal panels, sidelights with three lights, and a six light transom.

The rear, or west facade, has ten bays on each level. Each bay of the

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lower level is a garage door made up of three sections. A section consists of two lower vertical panels with a square four light window above. Centered above each garage bay on the main floor is a single window.

The north facade has a gable end for the rolled asphalt roof. There is a four vertical light window in the peak but the rest of the facade is a flat wall. The porch projects out to the left with the columns supporting a shed extension from the gable roof. On the lower level the wall surface is wood siding.

The south facade parallels the National Road. There is decorative wooden trim on the wall surface under the peak of the gable end and surrounding a small horizontal window. Being the facade seen from the highway there is painted in large black letters "Stone House" to denote the name of the motel. Extending to the right is the wooden porch.

The Stone Tavern is one of the early inns on the National Road in West Virginia. The Federal/Italianate architecture shows attention to detail and high integrity. The later Stone House Auto Court highlights the change in modes of transportation a century later, and a shift from public rooms to privacy.

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The Stone Tavern at Roney's Point, West Virginia, is being nominated under National Register criteria A and C. Built soon after the National Road was surveyed through Ohio County in 1806, the tavern provided a stopping place for travelers along the first Federal highway. The stone building can be contrasted with the unique stucco motel built a hundred years later, on the property, that was constructed to take advantage of a resurgence in highway traffic following the invention of the automobile.

The early information on the tavern is difficult to find in the sparse county records that were kept. It is known that the original 246 acres of land on which this tavern stands had been purchased by Ebenezer McKinley in 1804 for \$500. He later sold 251 acres to Ninian Beall in 1819 for \$3500, which leads one to assume that either McKinley had built the tavern or he recognized how profitable his land had become since being bisected by the National Road. Unfortunately, the land books are not available before the 1840's to identify when any buildings were added to the property and the census data for 1810 only lists the head members of the household and not their occupation.

Ninian Beall had gone to Kentucky from Maryland hoping to take up land in what was a vast new territory following General Anthony Wayne's defeat of the Indians in Ohio about 1794. The claim of land was in dispute, however, and the family members later polled a keel boat up the river landing at the forks of Wheeling Creek where Fort Henry then stood. Ninian took up a tract of land back of the fort and settled on it before buying the land at Roney's Point. Other family members continued north along the Ohio River to Brooke County before they decided to settle. Ninian later moved his family to Licking County, Ohio, and raised a large family.

Constant heavy traffic began pouring over the National Road through Ohio County after the route had been completed to Wheeling in 1818. Local economic activity increased, and people rushed to take advantage of the new transportation route. Taverns and other businesses located next to the road in an attempt to make a profit from travelers. Many of the inns began as homes of settlers who opened their doors as hospitable hosts. As increasing numbers of pioneers began to stop, settlers soon began charging their guests and turned their homes into taverns or inns, encouraging stagecoaches to stop at their doors. Some local farmers provided pens for drovers taking stock to markets while others provided kitchens selling their extra produce, butter, and eggs to travelers. Eventually almost every mile of the National Road had some type of stopping point to provide for the needs of emigrants.

The tavern is of thick cut blocks of sandstone in a Federal style of construction with an I-house form, although the entablature and brackets are from the later Italianate period. The building is fairly typical of the Federal style with five front bays, a center round arch

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door and fanlight with panelled moulding on the inside of the recessed jamb. The doorway is quite similar to the doorway of Shepherd Hall, a 1798 stone mansion built by Moses and Lydia Shepherd. The Shepherds were influential in having the National Road come to Wheeling, and their home is only a few miles west of the tavern. Although it is not clear exactly who built the stone tavern, the reasons for its construction are apparent. Immediately upon the completion of the Cumberland Road to Wheeling in 1818, traffic flowed in both directions along its entire length. Taverns like this one at Roney's Point provided a business for local entrepreneurs and resting places for weary travelers. At different times it was the stopping point for various stagecoach companies, including the Simms line and the Good Intent line.

On the same property and a small distance northeast from the tavern is the Stone House Auto Court. This motel was built by Frank Ehrhart in 1922. After the advent of the automobile in the early twentieth century, travelling by car became a popular national pastime. The National Road became more heavily used than it had been in days when lines of wagons waited to cross bridges. Like the tavern, the Stone House was built to cater to the needs of travelers. The long building has ten units with billboards along the road promoting individual baths and steam showers, plus the garage for the automobile below each unit.

The Stone Tavern and Auto Court, together on the same property, uniquely represent different periods of National Road history highlighting a shift from horse-drawn vehicles and stagecoach stops to the stabling of the automobile. The tavern had a long use as a restaurant well into the twentieth century. Today both buildings are excellent examples of West Virginia's National Road history.

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Deed Books. Ohio County Clerk's Office, Wheeling, West Virginia.

Searight, Thomas B. The Old Pike: a History of the National Road.
Uniontown, Pennsylvania: Thomas B. Searight, 1894.

Wylie, James Beall. The Beall Family 1623-1850. np, p. 12.

Section number 10 Page 2

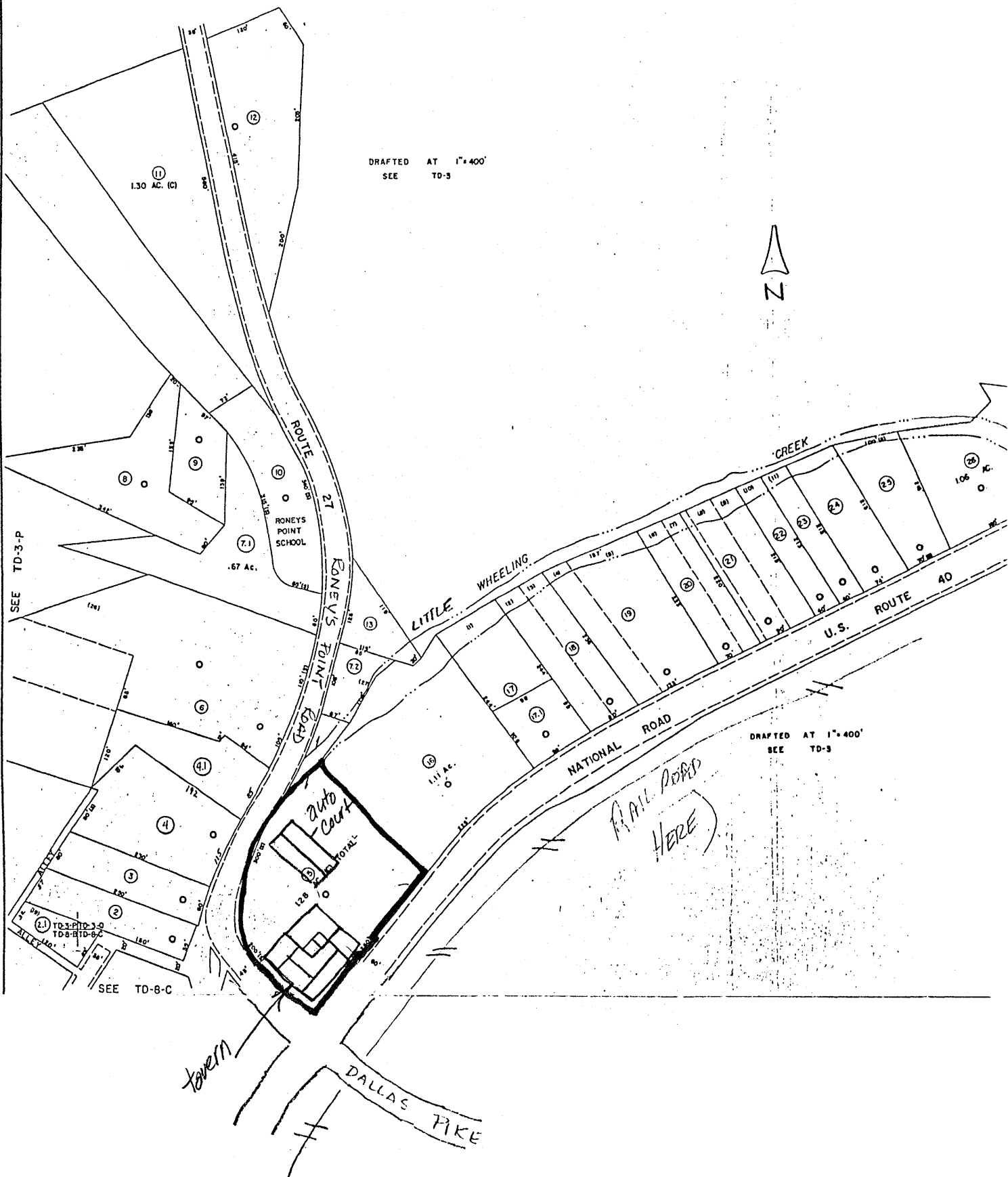
the center line of the National Road near Roney's Point, said point being located S36°9'W 12.54 feet from Monument Number 71, situated in the center line of the National Road right-of-way as established by the State Road Commission of West Virginia; thence with the center line of the National Road N36°9'E (at 12.54 feet passing through said Monument Number 71) 43.27 feet to a point in the center line of the National Road; thence leaving said National Road and with the center line of an old roadway the following two bearings and distances: N81°43'E 179.95 feet to a point; thence N67°56'E 126.47 feet to a point; thence leaving the center line of the old roadway and with an old fence line along land now or formerly belonging to Seabright, N11°17'W 156.75 feet to a point; thence S60°27'W 163.35 feet to a point in the National Road; thence crossing the National Road and following along the line of the Raymond L. Seabright tract N49°56'W (at 224.36 feet passing through a large fence post) 276.96 feet to a point in Little Wheeling Creek, said point being the most northerly corner of the 138/100 acre tract conveyed by Clara Catherine Blayney and Woods Blayney, her husband, to Frank Ehrhart, said point being also a common corner to the 138/100 acre tract and the 41/100 acre tract of land as shown on the Plat of Woods Blayney Addition, recorded in Plat book number 2, page 84 in the office of the Clerk of Ohio County; thence along the lines between the last two mentioned tracts, the following two bearings and distances: S22°51'W 255.84 feet to a point in Little Wheeling Creek; thence S8°44'W 16.26 feet to a point in said Creek; thence leaving said Creek and following the center line of the Public Bridge crossing the Creek S53°37'E 48.83 feet to a point in the center line of the Point Run public road; thence following along the center line of said public road S58°E 149.1 feet to the place of beginning.

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DRAFTED AT 1" = 400'
SEE TD-3

STONE TAVERN AT RONEY'S POINT

SKETCH MAP



DRAFTED AT 1" = 400'
SEE TD-3

DRAFTED AT 1" = 400'
SEE TD-3

RAIL ROBBED
HERE

tavern

DALLAS PIKE

SEE TD-3-P

SEE TD-8-C

1.30 AC. (C)

.67 Ac.

1.11 AC.

1.06 AC.

TD-3-PTD-3-0
TD-8-BTD-6-C