

NEW DEAL ERA STONE RESOURCES

ARCHITECTURE AND HISTORY SURVEY



**MORGAN DISTRICT
MORGANTOWN, WV**

**WINTER & SPRING
2016**



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Morgan District, Morgantown, WV
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**NEW DEAL ERA STONE RESOURCES
ARCHITECTURE AND HISTORY SURVEY**

Located in
Monongalia County, West Virginia

Conducted in the Winter and Spring of 2016
For
The Morgantown Historic Landmarks Commission
Jeanne Grimm, Member

The West Virginia Division of Culture and History
The Cultural Center of the Capitol Complex
1900 Kanawha Blvd., East
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PREFACE

The New Deal Era Stone Resources Architecture and History Survey of Morgan District and Morgantown, West Virginia is an effort by the Morgantown Historic Landmarks Commission (HLC) to identify and document the architectural and historical resources located in Monongalia County. This survey attempts to identify and record sites in four quadrangles of Morgan District in Monongalia County. They are: Morgantown North, Morgantown South, Masontown and Lake Lynn. The HLC will use this report and survey to guide them in the protection of historic resources in Monongalia County.

In 2015, the Monongalia County HLC contracted with the consulting firm of Michael Gioulis to document the county's historic New Deal Era stone resources. This survey found and documented many sites but there are additional stone resources which need to be recorded. The initial project called for recording up to 50 sites. Research uncovered more than that number and 13 additional sites were recorded. Due to the contract amount and scope of work additional sites exist that were not completed.

A grant from the West Virginia Division of Culture and History, State Historic Preservation Office (SHPO), was awarded in 2015 to the Morgantown HLC to conduct an Architecture and Historic Resource Survey of the Morgan District in Monongalia County and Morgantown, focusing on New Deal Era Stone resources, with attention to stone retaining walls. Stone culverts and curbs were also included in the survey, but relatively few exist.

Morgantown was originally within the Morgan District, as shown in Figure 47 1885 Morgan Magisterial District map. The 1937 Monongalia County map, Figure 49, shows Morgantown within its boundaries where it remains today. The survey area encompassed approximately 883,000 acres. The survey team was to document approximately 50 stone works. The total area surveyed yielded 63 stone resources. This count included three stone culverts, one site with stone curbs and two sites with stone gutters. The remaining sites were all stone walls. Many of the sites are believed to have been built by New Deal Era programs. Others are presumed to have been built by New Deal Era programs due to the research or to physical or stylistic identification, but could not be definitively corroborated with the research. These will need additional research to determine significance.

Boundary maps were provided by the Historic Landmark Commission and these were used for initial windshield survey purposes. County road maps and topographic maps were then consulted and the survey area boundaries delineated on these. The road maps were used for investigation in the section of the district outside the Morgantown City limits. A city map was provided by the Morgantown Development Department and this proved to be adequate to cover the entire survey area where resources were located.

Inventories sites are marked on the city map, and the Historic Properties Inventory (HPI) forms have locator maps from the State historic Preservation Office's GIS mapping site.

GLOSSARY OF NEW DEAL PROGRAM ACRONYMS

CCC Civilian Conservation Corps
FERA Federal Emergency Relief Administration
NRA National Recovery Administration
PWA Public Works Administration
CWA Civil Works Administration
WPA Works Progress Administration
NYA National Youth Administration

PURPOSE

The purpose of the survey was to identify the Franklin D. Roosevelt Administration's New Deal stone public works projects and to create an inventory of and map the location of the stone walls and other stone projects undertaken by New Deal entities in the Morgan District of Monongalia County and Morgantown. The entities include: the Works Progress Administration, the Public Works Administration and their predecessors, the Civil Works Administration, National Youth Administration and the Federal Emergency Relief Administration.

This project is considered an intensive survey and as such it examined the New Deal Era Stone resources in a systematic and detailed way. The information gathered was evaluated against the National Register of Historic Places Criteria of Evaluation necessary for determination of significance. All resources were compared with characteristic masonry materials and styles used by the New Deal workers in order to determine the sites' significance. It was expected to find only fifty sites but more sites were discovered through reconnaissance field work and research.

The city of Morgantown is experiencing great growth including the need for student housing. Over the past few years construction is moving closer to the University's campuses and many older buildings and landmarks have been lost. Recent development activity in Morgantown includes: construction of new student housing projects on University Avenue and other locations in Sunnyside; proposed new student housing projects on University Avenue and Walnut Street; proposed new student housing on Chestnut Street (not constructed); proposed new housing on the corner of Willey and Spruce Streets; complete redevelopment of the Sunnyside neighborhood through the Sunnyside Up association; hotel construction in Star City and Osage Granville; new ballfield construction in Osage; new Interstate 79 exit and associated facilities at Osage; new shopping facilities in Granville; university and private development in the wharf district; hotel development in the wharf district; and campus expansion in the Evansdale Campus. Both the Evansdale, and Downtown campuses have been impacted by the development adjacent to their borders.

These development pressures are sometimes at odds with preservation of historic resources. Some historic resources that have been lost to development include: White transfer building in the Wharf, various houses in the Wharf District, and houses on University Avenue and adjacent streets in Sunnyside.

The project was intended to identify and quantify resources in the survey area. The information gathered can be incorporated into the planning processes in Morgantown and Monongalia County and assist in making informed decisions for future activities. These can include, but are not limited to, National Register of Historic Places nominations for individual resources and/or historic districts, targeted development locations, and targeted historic preservation activities. Another objective of the survey was to determine the condition of the stone walls and who may be responsible for their maintenance and preservation.

METHODOLOGY

This project was a joint venture between the firm of Michael Gioulis Historic Preservation Consultant, who acted as the main consultant, and Jenny Boulware's West Virginia University Public History and Resource Management class, who provided volunteer time as a thirty percent match for the grant. The consultant, Michael Gioulis, met with the class volunteers three times during the course of the survey project. Two instructional meetings were held in the classroom, and the third took place in the field. Students received information on terms to be used, research methods, how to conduct a survey, outcomes of a survey and the paperwork involved.

Assistance was given to Jenny Boulware and volunteers in completing and conducting the survey throughout the project.

The first step in the survey process was to meet with the Morgantown Historic Landmark Commission and Jenny Boulware from West Virginia University (WVU) to review the survey process, agree on the boundaries and methodology, and gather any pertinent materials to the project.

Historic maps, tax maps, City of Morgantown (City) Development Department maps, County Road maps and USGS topographic maps were utilized to set the boundaries for the survey area which is an estimated 883,000 acres. The survey area is located within 4 USGS quadrangles. They are: Morgantown North, Morgantown South, Masontown and Lake Lynn. The student volunteers were assigned areas in town which were close to the downtown campus. The outlying areas and more rural boundaries were covered by the consultant. Survey teams either walked or drove the survey area looking for and recording stone walls, curbs and culverts which could be attributed to the New Deal programs.

USGS maps and City maps were annotated with all documented and undocumented stone resources identified in the research and field work. Any resource identified in the research was noted, as well as those observed in the field, which may have been New Deal Era.

Initial research did not reveal the locations of the stone structures. As a result, the survey team examined many resources, including, but not limited to, the Thony Pietro Papers, 1911 to 1954 and 1899 to 1950; WVU Institute for History of Technology and Industrial Archeology Records (Boxes 3, 4, 5, 9, 55, and 67); West Virginia Archives & History, New Deal Archive and Manuscript Resources; the West Virginia Blue Book; and the Annual Report of the State Road Commission (1932-1941), West Virginia Department of Highways, West Virginia Archives, Charleston, West Virginia. These sources did not prove very fruitful in site identification efforts. In addition, the survey team consulted national sources such as The Living New Deal website, The New Deal in West Virginia website, and the Franklin D. Roosevelt Presidential Library and Museum website. It was not until the Morgantown City Clerk Council Journal (Books 18 to 25) were examined that possible New Deal program locations were identified. A complete list of resources examined is in the bibliography section of the report.

While examining the Morgantown records, additional New Deal projects were identified, such as district school construction and/or additions and remodeling. Stone walls associated with these sites were also studied to determine if they were potentially associated with the New Deal

construction. Again using construction techniques, masonry details and materials and other physical properties, it could reasonably be concluded that many of these were actually from the study time period.

Due to the rural and undeveloped nature of much of Monongalia County during the New Deal, almost all of the resources identified are located within the city limits of Morgantown. Comparison of county road maps from 1933 to 1937 shows few paved roads during the time period, which translated into limited construction projects on roads and retaining walls in the county.

In order to aid in the identification of stone resources as New Deal Era stone structures, construction techniques were examined and compared to similar stone resources and to each other for consistency. The National Park Service published a training manual for Emergency Conservation Work Project training in 1937, which provided guidance for Civilian Conservation Corps workers. In it, some standards and definitions are presented. These include:

- Stone is sandstone, ashlar or rubble.
- Raised straight and horizontal joints.
- Vertical joints are plumb and raised.
- Ashlar is coursed regularly or random coursed, and may or may not have a cap stone.
- Stones are generally rough faced.
- Ashlar is defined as a stone cut on four sides so that the adjoining sides will be at right angles to each other.
- Rubblework consists of stones in which the adjoining sides are not required to be at right angles and little attention is paid to uniformity of height in the different courses.
- Coursed ashlar is stonework in which blocks are uniform in size and the bed joints are continuous.
- Random -coursed ashlar is a method of laying ashlar walls with no attempt to have the vertical joints over one another only a general arrangement.

In this survey we found stone walls that matched these characteristics. It was possible to recognize walls from this time period through the construction techniques, joints, stone characteristics etc. As more resources were observed, a general similarity of appearance and construction details was identified. The characteristics noted in Morgan District are:

- Ashlar stones generally approximately 8-12 inches tall.
- Raised rectangular joints were used almost exclusively.
- Cap stones were both flush or projected slightly from the face of the walls. There does not appear to be a consistent or predominant technique.
- There are generally no weep holes in the base of the wall, though some do appear occasionally.
- Coursing is generally a modified Flemish bond, having two or three stretcher stones, separated by a header in every course. Occasionally the spacing is greater, 4 or 5 stretchers per header, but 2 or 3 is most prevalent.



Figure 1: Eighth Street wall showing 2 and 3 stretcher coursing



Figure 2: Common raised rectangular or trapezoidal joint technique

The Richwood Avenue wall is a good example. It conforms to many of the conventions, but not all; the individual stones in the wall are much larger than other walls encountered, and the joints are concave rather than raised. One reason may be due to the different quarries used during this time period. Or it may be the scale of the wall itself is much greater than most identified in the survey. The Morgantown City Clerk Council Journal makes reference to the different stone quarries used.



Figure 3: Concave joint used in Richwood Avenue wall



Figure 4: Larger stones of the Richwood Avenue wall

Upon completion of the field work, the consultant presented a survey report of findings and progress on March 30, 2016 to the Morgantown Historic Landmarks Commission at the Fourth Morgantown Area History Roundtable.

Temporary field numbers were added to the field and study maps and correspond to the field notes. Stone resources that have lost integrity through modifications were noted as not eligible, but were still documented on the West Virginia Historic Property Inventory form. Sites that could definitively be identified with New Deal Era programs through research were evaluated as to their eligibility within a potential Multiple Property Documentation of New Deal Era stone work. Field sites not found in the research, but observed as possible New Deal Era stonework, were identified. It was noted that additional research on these sites is needed to confirm association. In addition, sites were evaluated as to their integrity of historic fabric and significance in order to determine their eligibility to the National Register of Historic Places.

For analysis and recommendation purposes, several classifications were used:

- (NE)** Not Eligible
- (NELI)** Not Eligible Due to Loss of Integrity
- (CE)** Considered Eligible to The National Register Of Historic Places
- (CEMP)** Considered Eligible to The National Register of Historic Places Under A Multiple Property Documentation
- (MEMP)** May Be Eligible For The National Register Of Historic Places Under A Multiple Property Documentation

**(AI) Additional Research May Uncover Information Necessary To Make A
Determination Of Eligibility**

Photographs were taken of all resources within the survey area.

The field notes and research information was transferred to the West Virginia Historic Property Inventory (WVHPI) forms and they were prepared for final typing. Sixty three WVHPI forms were completed for the New Deal Era Stone Resources Architecture and History Survey in Morgan District of Monongalia County and Morgantown, West Virginia.

The consultant evaluated the resources to determine the significance of the resources. Evaluations were conducted following the National Register of Historic Places Criteria for Evaluation and the classifications noted earlier were used in the analysis section of this report.

The following *Criteria for Evaluation* is taken from
http://www.nps.gov/nr/national_register_fundamentals.htm:

To be considered eligible, a property must meet the National Register Criteria for Evaluation. This involves examining the property's age, integrity, and significance.

- *Age and Integrity. Is the property old enough to be considered historic (generally at least 50 years old) and does it still look much the way it did in the past?*
- *Significance. Is the property associated with events, activities, or developments that were important in the past? With the lives of people who were important in the past? With significant architectural history, landscape history, or engineering achievements? Does it have the potential to yield information through archeological investigation about our past?*

Historic Property Inventory Site numbers supplied by the West Virginia SHPO are recorded on the final survey map. This numbering system is consistent for the report, HPI forms, maps, and photographs. UTM references were noted for each resource in the report and on the HPI form. The West Virginia State Historic Preservation Office Interactive GIS Map was used for the USGS topographic UTM references and individual WVHPI form maps.

The report was then compiled to provide a reference and analysis of the survey activities and to provide direction for future activities by the Morgantown Historic Landmarks Commission.

The following is a summary provided by Ms. Boulware's class to describe their work:

*WVU History Dept.
Professor J. Boulware
HIST 593: Field Methods in Historic Preservation
March 2016*

*Description of Work for New Deal Era Stone Resources Architecture and History Intensive
Survey in Morgan District, Monongalia County, WV*

During the spring semester of 2016 Professor Jenny Boulware's Field Methods in Historic Preservation worked closely with the Morgantown Historic Landmarks Commission (MHLC). The MHLC applied and received a survey grant from the West Virginia State Historic Preservation Office to survey New Deal era stone walls in Morgantown proper and the Morgan district. This is part of a larger effort to document threatened historic resources in and around Morgantown. The MHLC hired Michael Gioulis and his consulting firm to document and file Historic Preservation Inventory forms with the WV SHPO of all the New Deal stone resources. Part of the grant included in kind volunteer work to be completed by Professor Boulware's graduate level historic preservation class. Each student was responsible for conducting 25 hours of volunteer work via: in class discussions of the project, field surveys, meetings with Gioulis, and completion of HPI forms.

When this project began, there was no master list of New Deal stone resources constructed in Morgantown. Therefore this project was a two-part endeavor. The first part involved the visual identification of stone walls resources presumed to be constructed by New Deal programs. The second part involved the actual documentation of these resources with HPI forms. This presented a problem. Identifying New Deal stone construction projects is easy when the WPA (or other Federal works programs) left identifying markings in the walls such as medallions or dates. However it quickly became clear that not all New Deal stone walls would have this external signifying characteristic. One wall in Morgantown that is known to be built by the WPA is the stone retaining wall along Richwood Avenue. Through an examination of its characteristics, Mr. Gioulis suggested that students look for walls similar in design, construction method, and overall style. A windshield survey of the area revealed numerous rock walls surrounding public and private areas. This observation led Mr. Gioulis to instruct students to focus on public spaces in Morgantown. Sites such as schools and other government buildings with stone resources may suggest Federal Works Programs constructed them.

Mr. Gioulis and his team began conducting research in the West Virginia Regional History Center in January of 2016 seeking information that would help identify New Deal construction projects. After an examination of Morgantown's City Council minutes from 1930-1940, Gioulis' team noted that every two weeks a report on construction was made to City Council. These reports mention work being done via Federal funds, the status of the work project, and its location. It was deduced then that all construction projects mentioned in the City Council minutes were completed through New Deal work programs. During the first week of March, Gioulis and his team shared this information with the students. Now instead of focusing on just public spaces, we were instructed to focus on all rock walls that were similar to the Richwood Avenue retaining wall. This exponentially increased the amount of resources available for students to document.

Nate Hess and Kyle Rothemich were responsible for identifying and documenting stone resources south of downtown Morgantown around the South Park neighborhood. After an extensive windshield survey in the early part of the semester it was noted that almost every dwelling had some sort of stone wall in front of the site parallel with the street. Also, the wall often would extend to the sides of the home. At first we did not decide to document these walls, until Mr. Gioulis instructed us in early March to document the domestic walls as long as they were similar in looks as the Richwood Ave. retaining wall. After an examination of the City Council minutes, it was discovered that one street, Kingwood Street was mentioned as having

construction in 1933. To streamline efforts and consolidate our research area we decided to concentrate on the length of Kingwood Street for documentation.

It should be noted however, that the areas of Greenmont and South Park have considerable historic resources, especially historic homes. It was outside our research scope and capability to document every single rock wall that was similar to the Richwood Avenue retaining wall around Greenmont and South Park. Wilson Avenue was similar to Kingwood Street, and contained numerous rock wall features. Further research should focus on first identifying all New Deal walls through extensive historical research. Once specifically identified, these New Deal walls can be documented more thoroughly.

Amanda West and Jessica Hinkle were responsible for the Northwest quadrant, encompassing West Virginia University's downtown campus, College Avenue, and Richwood Avenue. This section is predominantly residential with many stone retaining walls accompanying university buildings. Stonewalls are also present along Fife Avenue, Willey Street, and Richwood Avenue. Because of our limited measuring resources a large wall on Fife Street that supports several fraternity dwellings, a long section of wall on Richwood Avenue, and the walls on Willey Street remain unsurveyed. There are a few more walls located in the area, but their construction differs from the Richwood wall. Several walls exist within the campus of WVU, but those are associated with the construction of University buildings and are outside the scope of the project.

Chris McGuffin and Tom Marcotte were assigned a zone consisting of the northeast area of Morgantown near the Mileground area as well as the northwest portion of Sabraton. Chris' original reconnaissance of the area proved ineffective, as a heavy snowstorm had made many of the hills and roads inaccessible by car. The next trip was more efficient as Chris and Tom were able to identify a wall at the border of their quad.

On subsequent trips, other potential walls were either residential in nature, or looked like they were made specifically for residences. Mr. Gioulis requested that we include these walls in the documentation efforts. Even though their assigned area did not include many public-facing walls, Chris and Tom are confident that having documentation for the residential walls will prove useful to Gioulis' overall goals.

Liz Fort and Karly Kovalcik were responsible for the southeast quadrant of Morgantown. Their focus area included the South Hills neighborhood, Jerome Park, and Sabraton. Much of this quadrant is taken up by later 20th century developments, parks, and state roads; however several significant rock walls were documented by the team. Windshield surveys determined the focus areas in this quadrant to be along Route 7 – a major state road and historic entryway into Morgantown, and in the Jerome Park neighborhood along Richwood Avenue and streets near it. This was the former route of the Morgantown-Sabraton streetcar and as such, it functioned as a major connecting road between downtown Morgantown and the suburbs in Sabraton. Further research should also be conducted along Listravia Avenue in Sabraton as there appears to be another long stretch of rock wall there.

OUTLINE HISTORY OF NEW DEAL ERA AND SURVEY AREA

The following is an outline history of the New Deal Era in the United States and the survey area of Morgan District in Morgantown, West Virginia. It is not intended to be an exhaustive history. Many histories are available and some of them have been utilized in this report. See the attached Bibliography.



Figure 5: Federal Emergency Relief Administration (FERA) 1934
Plaque Located On Stone Wall At 321 Eighth Street - Site #MG-1883



Figure 6: Works Progress Administration (WPA) ca 1936 Plaque
Located On Stone Wall On Route 7/Rogers Avenue - Site #MG-1924



Figure 7: Works Progress Administration (WPA) ca 1936 Plaque
Located On Stone Wall On Route 7/Earl L Core Road - Site #MG-1915

On July 8, 1932 the Dow Jones Industrials hit an all time low since the pre-depression peak and, four months later, on November 8, 1932, Franklin Delano Roosevelt defeated Herbert Hoover for the presidency. By March of 1933, unemployment reached a new low of 24.9 percent. The country was in the midst of a depression. FDR was inaugurated on March 4, 1933 and the first "Hundred Days" of his presidency began.

The Reconstruction Finance Corporation (RFC) was established by the United States Congress in 1932, Act of January 22, 1932 during the administration of President Herbert Hoover. RFC's function was to provide financial support to state and local governments and loans to banks and other businesses. After the Great Depression it was used to help the banks and boost the country's confidence. It operated through the New Deal era and was disbanded in 1957.

New Deal legislation passed in 1933, and by May of that year, the Federal Emergency Relief Act (FERA) was passed by Congress to aid the unemployed. \$500 million was set aside for the program.

In June of 1933, as part of the National Industrial Recovery Act, \$3.3 billion was provided for large-scale projects, such as bridges and dams, to projects under the Public Works Administration (PWA).

The Civil Works Administration (CWA) was created in November of 1933 and provided four million jobs over the winter of 1933-34. By April 1935 FDR and Congress enlarged the work programs, and \$4.8 billion for work relief was authorized.

In May of that same year the Works Progress Administration (WPA) was created, and within a month, the National Youth Administration (NYA) a division of the WPA was also created. The Federal Project Number One was announced in August of 1935 and covered federal art, theater, music and writing projects. The first performance of the WPA Circus debuted in Brooklyn under the Federal Theatre Project in the fall of 1935. Projects all over the country were approved, such as: a ski lodge in Mount Hood, Oregon; rescue, recovery and cleanup efforts for floods in New

England and the Ohio Valley; the first Living Newspaper theatre production in New York; rescue and cleanup from tornadoes in Mississippi and Georgia; fighting forest fires in the upper Midwest; construction of the Tri-borough Bridge in Queens, New York; construction of Louisiana State University, and many more. Stock prices plunged in October of 1937 and recession began under Roosevelt's presidency. Four million reemployed workers lost their jobs. As of November of 1938, WPA employment reached its highest point employing more than three million people. Major changes took place in the WPA with the passage of the Emergency Relief Appropriations Act of 1939. In November of 1940, FDR was elected to a third term in office. WPA workers were trained in military production and construction of military bases, housing, roads and airports. WPA employment dropped in the summer of 1941 to about one million. On December 7, 1941, Pearl Harbor was attacked by the Japanese, and by January of 1942, all WPA work was defense-related. By the end of 1942, FDR declared that the WPA was no longer necessary, and in June of 1943 the WPA returned \$105 million in unspent funds to the United States Treasury.

West Virginia and Monongalia County reflected the situation of the United States. In 1932, prosperity in Morgantown came to a halt, as it did in the rest of the world. The Depression affected the area's businesses and population. Coal mines closed, as did the American Sheet and Tin Plate Company. Workers found themselves jobless. Some industries reopened in 1933 and business increased throughout the War, but not at the same levels as the previous boom years. Between 1940 and 1945, the Morgantown Ordnance Works employed up to 1,400.

West Virginia benefited during this time period from the Federal reconstruction activities. West Virginia was within Region 2 of the PWA.

The Unemployment Committee of the City of Morgantown first met in February of 1932 and recommended the hire of the unemployed to repair the city streets. In the same month, the Unemployment and Poor Relief Proposition appropriated \$7,500 to be used to provide employment. In November of 1932, the city manager of Morgantown reported that 770 applications for work had been approved and 577 men were assigned to work with a payroll for the week covering 14,126 hours and \$4,237.80 in wages. The previous week payroll covered 33,189 hours with wages of \$9,956.70. By March of 1933, 1,187 men were assigned work.

Federal programs changed often throughout the reconstruction period. In December of 1933 the RFC was discontinued and the CWA got approval from the city. Before long in 1934 the CWA was discontinued and replaced by Federal Emergency Relief Act (FERA). The FERA program in Morgantown ended in October of 1934 and was replaced with the WPA. Included in the programs was construction of the airport. Mileground tracts were purchased for the airport from 1934 to 1936 and the airport constructed. The entrance is reported to have had a significant stone wall at the entrance constructed by skilled masons.

As evidence of the importance of the relief efforts in West Virginia, Eleanor Roosevelt was a regular visitor to Morgantown, including a stay at the Hotel Morgan on December 15, 1934.

Application for WPA money for the following projects in 1935 was approved: sanitary sewer, paving of Richwood Avenue, municipal airport, incinerator and swimming pool. Forty four

projects were applied for according to the city manager's report to the council. The Airport and Richwood Avenue project applications were filed in July of 1935. It was recorded that WPA stone masons in Morgantown made \$1.00 per hour. This was below what WPA bricklayers made by ten cents per hour. \$1.10 per hour was the maximum wage recorded at the time.

In a report published by the Government Printing Office in 1939, statistics given include a total expenditure of \$3,355,775,000.00 for all PWA projects in the nation up to 1939. Up to 1938 there were 110,808 street and highway projects and 8,259 building projects.

The report also enumerated the social benefits of the programs' construction. These include better transportation and communication; efficiency of national defense through improved airfields; increased perfection of air transportation; increased opportunity for outdoor recreation; flood protection, electric power and increased agriculture due to dam construction; replacement of outdated buildings in government use; advances in school system and education through libraries, museums etc.

In light of our current project, it is interesting to note that one benefit enumerated in the 1939 publication is "The restoration of old and historic buildings has added to the general culture of the Nation."

West Virginia was not exempt from the input of Federal projects during the period. The more well-known programs in the state included the New Deal Communities of Eleanor, Arthurdale and Tygart Valley Homestead. But in every county, and almost every town and city, the influence of government contributions can be seen. West Virginia was within Region 2 of the PWA. From November of 1933 to January of 1934, treasury checks for wages and materials in the amount of \$2,145,078.84 were issued to all counties of West Virginia. The Reconstruction Finance Corporation and Civil Works Administration gave West Virginia a total of \$18,371,817.70 in January of 1934 to be used by the unemployed. Total grants given to the West Virginia Relief Administration to from September 22, 1932 to December 1, 1935 amounted to \$58,250,000.00. By the end of 1935, nearly \$60,000,000 was granted to West Virginia for the Federal Works Programs. 51,445 persons were employed on WPA projects with another 11,561 employed in emergency conservation work and 3,041 on jobs in other federal programs. Even with these numbers of employed, an additional 20,000 persons were not provided for in the WPA programs. By the first of March 1936, 3,800,000 were employed in West Virginia.

The federal government published a final report on the WPA in 1943. The report included general information about the program and presented statistics on employment, construction types, construction funds expended, etc. relating to WPA and other programs from 1935 to 1943. The information is presented for national figures, as well as divided by state. The category of "Highways Roads and Streets", within the construction division, is associated with the resources studied for this project. Some statistics and information from that report include:

- National cumulative through 1942: hours in highways roads and streets (HRS) 7,251,201,000; expenditures \$3,184,167,000; labor rate .43/hr
- There is a spike in employment in 1936 (Jan/Feb) with peak employment in 1938 (sept?). There is a steady decline thereafter to 1943, with small spikes in Jan/Feb of each year.

- For HRS percentages range from 35 to 44, 1936 through 1941, then drops to 29 in 1941 and 21 in 1942.
- Road projects were more numerous than other types of projects. A large percentage was on rural farm to market roads, much of which were gravel or crushed stone. The use of native materials was encouraged.
- This would relate to the use of local quarries and stone for retaining walls. Mention of Morgantown stone quarries is made in The Morgantown City Clerk Council Journal Books. It appears that a quarry existed at Suncrest Park and 8th Street in 1934. Stone was quarried and hauled from Suncrest Park and Eight Street in 1934 for various construction projects, including the retaining walls in this survey. Ira J. Baer had an agreement with the city for a stone quarry on Richwood Avenue near the city limits between November 1937 and January 1939. Mr. Baer asked for twenty five cents per perch for all stone quarried. The WPA project #3551 Stone Quarry was accepted by the city in November of 1938. Consequently all work was suspended at the Richwood Avenue quarry until the city could obtain a new site.
- The quarry at Suncrest Park was opened in April of 1939, but it was soon determined that the rock was too hard and work would be unable to be done in an economical way. Booth Creek quarry was used for the Deckers Creek project until a quarry site could be found. By January of 1940 the city made a motion and it carried to use a stone quarry at Dellslow Hill. Frank P Corbin agreed to sell the city unquarried building stone at five cents per cubic yard.
- 572,000 miles of rural roads constructed in 8 years. 57,000 was paved concrete macadam or bitumen.
- Grand total federal expenditure 1938-1943 \$10,750,500,969. Peak 1938 Sponsor's funds amounted to approximately 21.9% for a total project expenditure of \$12,974,456,687.
- In WV persons employed through 1943 totaled the equivalent of 246,033 man-years (man-year defined by www.dictionary.com is "a unit of measurement based on the standard number of man-days in a year of work"), which correlates to 1.8% of the national totals. WV's 1940 pop of 1,907,974 was 1.4% of the national total. Therefore, WV received a slightly disproportionate, larger, percentage of employment than the national average based on population statistics.
- Totals for WV in the engineering and construction division are 4,514. Of this number 3,082 are HRS, 382 are buildings and 345 are airports and runways.
- WV miles of HRS is 20,514. The number of bridges and viaducts 1,693; the number of culverts 29,814.

Morgantown's and Monongalia County's statistics reflect the state and national ones. They show a significant investment in Morgantown's infrastructure that endures and is still in use today. The *Dominion News* in July 17, 1941; *Know Morgantown* edition summed it up:

- In excess of one million dollars spent since 1933.
- Making a park study to acquire lands.
- The City airport encompasses 315 acres. Construction started 1936 and to be completed 1942.
- All or nearly all of improvements in last 7 years paid by US Government: Civilian Works Administration, Federal Emergency Relief Administration, Works Progress Administration, and Public works Administration.

- Various projects under the WPA were started in 1935 and are still being continued with the allocation of additional funds from time-to-time.
- In all since 1933 ... 9,420 cubic yards of stone and concrete walls at \$169,560; 3,460 feet of stone curbing at \$4,844....400 feet of curbing and gutters at \$500, 19,605 stone gutters at \$17,644....
- Total expenditure on sidewalks, streets, sewers, airport etc. is \$1,820,122.

Earl L. Core wrote that between 1934 and 1936 over 2 million dollars was spent in Monongalia County for streets, roads, sewers, recreation, mines and the airport. The discrepancy with the newspaper report can be explained by Mr. Core's inclusion of buildings and other facilities in his statistics.

The conclusion is apparent: West Virginia was greatly aided by the programs of the New Deal, as were all states. The benefits listed, and the types and amounts of expenditures, projects, employment, and labor correspond with national figures and trends. It can unequivocally be stated that New Deal programs were highly beneficial to West Virginia during this time period. Not only did they provide employment and funds, they resulted in significant public works and improvements throughout the state.

Monongalia County and Morgantown are no exceptions. From the research studied, and the extant resources surveyed, and from the amount of surveying that we anticipate and recommend, it is apparent that the New Deal programs contributed to, if not actually built, most of Morgan District's extant road and transportation built environment. With West Virginia's hilly terrain, fully exhibited in Morgantown's street system, it has always been imperative that road construction include significant retaining walls and structures. The contribution of New Deal Era stone walls to the development of the transportation system and infrastructure of Morgantown and Monongalia County is immeasurable.

Some of the activities and programs are demonstrated in the following selected examples.

MORGANTOWN & WEST VIRGINIA HISTORY



Figure 8 WPA Parade Float

West Virginia & Regional History Collection, Photographs, <https://wvrhc.lib.wvu.edu>.



Figure 9 WPA Relief Administration Household Furnishings Project Quilting Room in Morgantown

West Virginia & Regional History Collection, Photographs, <https://wvrhc.lib.wvu.edu>.



Figure 10 Women Participants in WV Relief Administration Program Knitting Socks Morgantown

West Virginia & Regional History Collection, Photographs, <https://wvrhc.lib.wvu.edu>.



Figure 11 WPA Project Road Work at Pursglove No. 2 Mine Hollow Pursglove
1930 to 1940

NOT IN SURVEY AREA

West Virginia & Regional History Collection, Photographs, <https://wvrhc.lib.wvu.edu>.



Figure 12 Breaking Ground WV University
Mineral Industries Building
October 18, 1940

West Virginia & Regional History Collection, Photographs, <https://wvrhc.lib.wvu.edu>.



Figure 13 Music Class in a WV Relief Administration Nursery School
Morgantown

West Virginia & Regional History Collection, Photographs, <https://wvrhc.lib.wvu.edu>.



Figure 14 University Ave. and Beverly Ave.
1940-1944

Demolished

West Virginia & Regional History Collection, Photographs, <https://wvrhc.lib.wvu.edu>.



Figure 15 University Avenue at Sunnyside

West Virginia & Regional History Collection, Photographs, <https://wvrhc.lib.wvu.edu>.

RICHWOOD AVENUE WALL

1936-1937

The Richwood Avenue wall is the most documented project in the survey area that we found. It was a massive undertaking, resulting in a retaining wall that measures approximately a quarter of a mile. The north or east side of the Avenue contains retaining walls to capture the lots and lawns of residential properties, and includes some open spaces, but the south or west side is the most impressive, especially in the Whitmore Park vicinity, where the wall is over fourteen feet tall in places and supports a major portion of the hillside and roadbed.

The wall is divided into two sections, separated by a small grassy peninsula which leads to a set of stairs connecting to a walking trail. The Sabraton side of the wall is approximately 450 feet long. Approximately 39 feet from the east end is a stair and stair landing. The stair landing projects out 7 feet 6 inches. A door opening can be seen underneath the stairs which may have been storage or a toilet at one time. There is a short retaining wall at the base. Stairs have a simple pipe-rail which is not in the sleeves of the original rails. The stairs have been spalled and are damaged. The landing is ten feet above grade. A new sidewalk on Richwood Avenue goes over the top of the original wall and the original posts for railings can be seen. The sidewalk currently has a modern chain link fence.

The wall has wide pilasters and is fourteen courses to the grade with weep holes. The weep holes are on the 5th course up from the bottom. To create the weep holes, the joints between the stones in this area are approximately 6 to 8 inches wide. The top two courses of the wall are all in the same plane. The pilasters begin to batter out beneath the top two courses. In between the pilasters the stones corbel in for two courses and then the remaining courses are in a straight plane. Pilasters are ten feet wide and project out three feet at the base. Spacing between pilasters is between 11 and 12 feet, depending on the size of the stones. There is a 1936 WPA plaque at the top of the wall, and a second one five pilasters from the first.

Historic photographs show the wall being completed in 1937. Sections of the wall may have been built in each year. The stones used in this wall are large compared to the other stone walls studied. There is no regular pattern of headers and stretchers. The height of each course is ten to twelve inches compared to approximately 8 inches in other walls studied. This wall does not have raised joints, as was common in most of the other walls surveyed. The joints are weather struck joints, which have been angled from the top to the bottom. Mortar appears to have fine river rock, sand and carbon in it.

The Morgantown side of the Richwood Avenue Wall, the west half, begins at a block building on the west end located at 318 Richwood Avenue. It ends at the curve in the road where there is a grassy peninsula overlooking Whitmore Park and Deckers Creek. This section measures approximately 764 feet in total. The wall is partially original stone and newer concrete. It begins with the original stone for approximately 348 feet and then turns to modern concrete for 320 feet, then to original stone for 51 feet and ends with modern concrete. The concrete may have replaced the stone wall in sections and appears to have been installed in front of the original stone in others. The Morgantown side does not have pilasters or arches. It appears to be slightly battered and changes in height; the average is approximately 13.5 feet. Its large stones do not

have the raised joint that were observed in most other walls. A WPA plaque was not observed during fieldwork

The City Council minutes dated April 17, 1934 says that a large slip occurred in Whitmore Park. This may have been the impetus to initiate construction of the wall. A motion to apply for WPA money was approved by council in June 1935. The application may have been for the large Richwood Wall project or for the completion of a single small wall project along Richwood Avenue. There are references of ongoing wall construction on Richwood Avenue prior to this date. The wall was WPA project number 65-41-499.

The wall's south side functions as the northern boundary of Whitmore Park, a gift to the City of Morgantown from I.C. White. It encompasses the hill side and slopes from Richwood Avenue to Deckers Creek, or the railroad bed adjacent to the creek. Within the park are walking trails, modern stairs and a timber bridge. The bridge is supported by abutments which some accounts attribute to New Deal Era construction. City Council minutes also note that the FYA worked on the trails in the park.

The completion of the Richwood Avenue wall was a celebrated event, indicating its' significance. The city council adopted a resolution and posted a legal notice in the Sept 9, 1937 issue of the local newspaper publicly expressing their appreciation to the WPA, newspapers, citizens of Morgantown, civic groups and organizations of Morgantown. In addition, there was a grand dedication ceremony, at which it is reported that 5,000 people attended and there was a mile long parade. Attending the ceremony were Harry Largent, Morgantown's mayor; the divisional and assistant engineer of the State Road Commission; the WPA regional engineer; and U.S. Congressman Jennings Randolph representing West Virginia's 2nd District.

The Richwood wall is perhaps the best example of New Deal Era stone wall construction in the county and is considered eligible for inclusion in the National Register of Historic Places.

Richwood Avenue Wall Morgantown Side

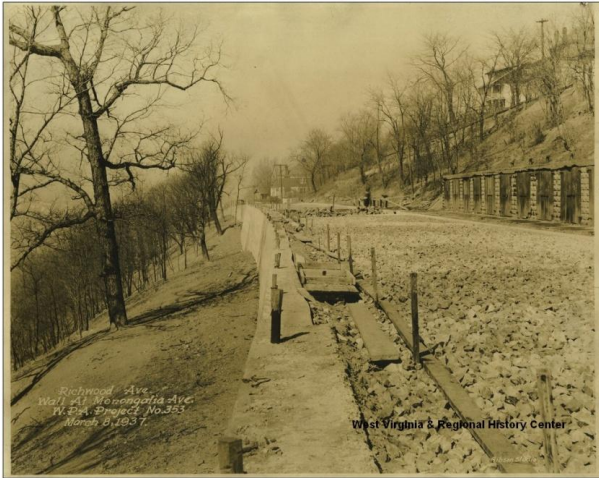


Figure 16 Richwood Avenue Wall at Monongalia Avenue

WPA Project No. 353

March 8, 1937

West Virginia & Regional History Collection, Photographs, <https://wvrhc.lib.wvu.edu>.

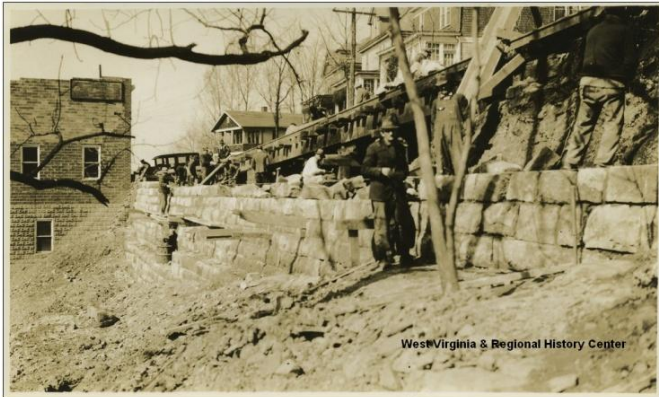


Figure 17 Richwood Avenue Wall at Monongalia Avenue

WPA Project No. 353

March 8, 1937

West Virginia & Regional History Collection, Photographs, <https://wvrhc.lib.wvu.edu>.



Figure 18 Richwood Avenue Wall at Monongalia Avenue
 WPA Project No. 353
 March 8, 1937
 West Virginia & Regional History Collection, Photographs, <https://wvrhc.lib.wvu.edu>.

Richwood Avenue Wall Sabraton Side



Figure 19 Richwood Avenue Wall at Marion and East Prospect Street, Morgantown, WV
 WPA Project 353
 3/8/1937
 West Virginia & Regional History Collection, Photographs, <https://wvrhc.lib.wvu.edu>.



Figure 20 Richwood Avenue Wall at Marion and East Prospect Street, Morgantown, WV
WPA Project 353
3/8/1937
West Virginia & Regional History Collection, Photographs, <https://wvrhc.lib.wvu.edu>.

Richwood Avenue Wall - North Side Of Avenue



Figure 21 Richwood Avenue Wall Along Conner Property, Morgantown, WV
WPA Project 353
3/8/1937
West Virginia & Regional History Collection, Photographs, <https://wvrhc.lib.wvu.edu>.



Figure 22 Pietro Company Road Crew at Work on Retaining Wall, Morgantown, WV
No Date
West Virginia & Regional History Collection, Photographs, <https://wvrhc.lib.wvu.edu>.

Richwood Avenue Paving



Figure 23 Richwood Avenue Paving, Morgantown, WV
WPA Project 353
9/10/1936
West Virginia & Regional History Collection, Photographs, <https://wvrhc.lib.wvu.edu>.



Figure 24 Richwood Avenue Paving, Morgantown, WV
WPA Project 353

9/10/1936

West Virginia & Regional History Collection, Photographs, <https://wvrhc.lib.wvu.edu>.

DECKERS CREEK WALL
WPA PROJECT #5473
Approximately 1934-1941

The Deckers Creek Wall is a large stone creek wall which measures .24 miles or 1267 feet long and 10 courses high. Coursing is regular, two, three or four stones between headers with raised rectangular joints. Stones are rough faced ashlar and there is a cap which appears to project a little bit beyond the wall. The base is either concrete or a large stone. It was difficult to determine the material, as it is mostly submerged in the creek and the only vantage point is on the opposite bank. Walking upstream on the Valley Crossing side, there are trees growing out of the wall and it turns into a retaining wall for some properties on the south side of the creek. There is a large opening in the wall in the bend of the creek almost directly under Route 7. There is a wall break at the Deckers Creek bridge abutment where cut stone is dry stacked. On the other side of the bridge there is a small dam or rock shelf which creates a small water fall. At the end across from Tranquility Village, the wall seems to deteriorate and return back into the bank.

Deckers Creek Wall is mentioned in The Morgantown City Clerk Council Journal Books. According to these records the city made a motion and it carried to sponsor a WPA project to reconstruct a wall along the creek using WPA labor. Construction started in the fall of 1938. It appears that two quarries supplied stone used for this project: Suncrest Park and Booth Creek quarry. Due to its proximity to Richwood Avenue, it is possible that the Richwood Avenue quarry was used before its closure. In March of 1939 work on the wall was suspended but was resumed the following month.

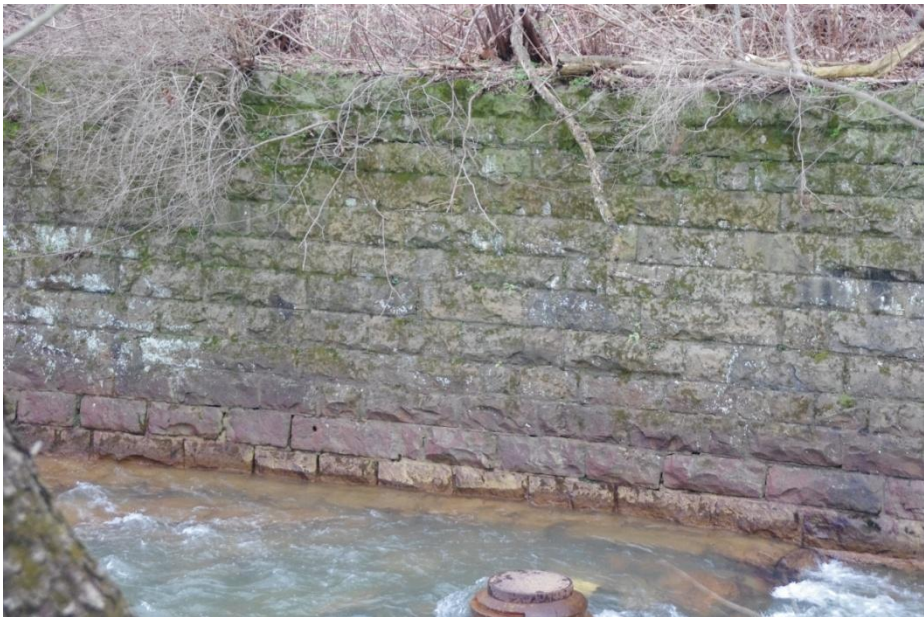


Figure 25 - Close Up Of Deckers Creek Wall Stone Foundation



Figure 26 - MG-1879 Deckers Creek Facing East



Figure 27 - MG-1879 Deckers Creek Facing East

EIGHTH STREET WALLS

FERA 1934

309 Eight Street

Original stone wall measures 82 feet with a break for 4 feet wide steps. Stone wall wraps up the 13 steps of which 2 appear to be modern concrete. Other steps have been repaired with modern concrete. Wall is 5 feet high. The division between the property with no house next door and 309 eight street is the uphill side of the 1934 F.E.R.A plaque. It appears there is a vertical joint there not a step joint. The wall may have ended at that location at that time and it was finished at another time. Walls are sandstone with a top cap and a raised rectangular joint. The stones are rough faced ashlar. For every second stretcher there is a header. Wall is in relatively good condition. There are a couple of cracks throughout and some spalling. A similar stone wall exists downhill and uphill of this property.

321 Eight Street

Original stone wall measures 82 feet with a break for steps which are 4 feet wide and a second break for a garage opening of 10 feet. Stone wall wraps up the stone steps. Wall is 5 feet high. The division between the property and 309 eight street is the uphill side of the 1934 F.E.R.A plaque. It appears there is a vertical joint there not a step joint. The wall may have ended at that location at that time and it was finished at another time. Walls are sandstone with a top cap and a raised rectangular joint. The stones are rough faced ashlar. For every second stretcher there is a header. Height dimensions are uniform to that of its neighbor. Wall is in relatively good condition. There are a couple of cracks throughout and some spalling. A similar stone wall exists downhill of this property. This property also has a F.E.R.A. 1934 plaque on the uphill side of the garage and end of wall.

[No Number] Eight Street

Original stone wall measures 80 feet with a collapsed section for what may have been where the steps were located. The collapsed section is approximately 15 feet wide. Wall is 5 feet high. Walls are sandstone with a top cap and a raised rectangular joint. The stones are rough faced ashlar. For every second stretcher there is a header into the wall on almost every joint or second or third. It is a random pattern which is one difference from the walls in front of 309 and 321 Eight Street. The second difference is the that the plaque with the letters F.E.R.A. 1934 are in bas relief rather than etched or carved into the stone as the other two property's plaques. Also, the plaque is almost a square stone rather than a rectangular stone that we saw in the other ones. Remaining part of the wall is in relatively good condition. There are a couple of cracks throughout and some spalling.

According to The Morgantown City Clerk Council Journal Books, walls were not the only work done on Eight Street at this time. Mention is made of stone gutters, paving, sewer work and concrete curbs. All work on this street was completed in the summer of 1938 and the workmen were moved to other projects.



Figure 28 HPI Form - MG-1884 - 1934 FERA Plaque



Figure 29 HPI Form MG-1882 - 1934 FERA Plaque



Figure 30 HPI Form MG-1883 - 1934 FERA Plaque

County Route 7 /EARL L. CORE ROAD WALL
ca.1936

Retaining wall is 238' long with a stone lined half circle indentation approximately midway in the wall. The first 15' has collapsed and another 9' is in disrepair. Missing mortar in many places. Just off center is a diamond shaped stone with the WPA carved into it. The height ranges from 4' tall at top of hill to 2.5' tall on the down side. There are huge boulders on hillside above. Overall condition is good.



Figure 31 HPI Form MG-1915 - WPA Diamond Cartouche



Figure 32 HPI Form MG-1915 - Stone Lined Half Circle

RT 7/ROGERS AVENUE WALL **ca.1936**

This site consists of a stone retaining wall on the northwest bank of Route 7 (Rogers Ave) spanning from the bridge at Valley Crossing on the southwest end, to a driveway intersecting Rt 7 on the northeast end. Behind the wall is Whitmore Park and in front, on the other side of Rt7, is Deckers Creek. The wall consists of 7 courses of rough-faced ashlar above grade at the southwest end and 6 courses are visible at the northeast end. There is no cap stone. It is 2 wythes thick and the mortar joints protrude in a square or ribbon profile. There is a smooth faced stone with "W.P.A." carved into it 57' from the northeast end. The wall is in good condition but has a few step cracks throughout.



Figure 33 HPI Form MG-1924 - WPA Rectangular Cartouche



Figure 34 HPI Form MG-1924 - View Facing Northwest

DESCRIPTION OF THE SURVEY AREA

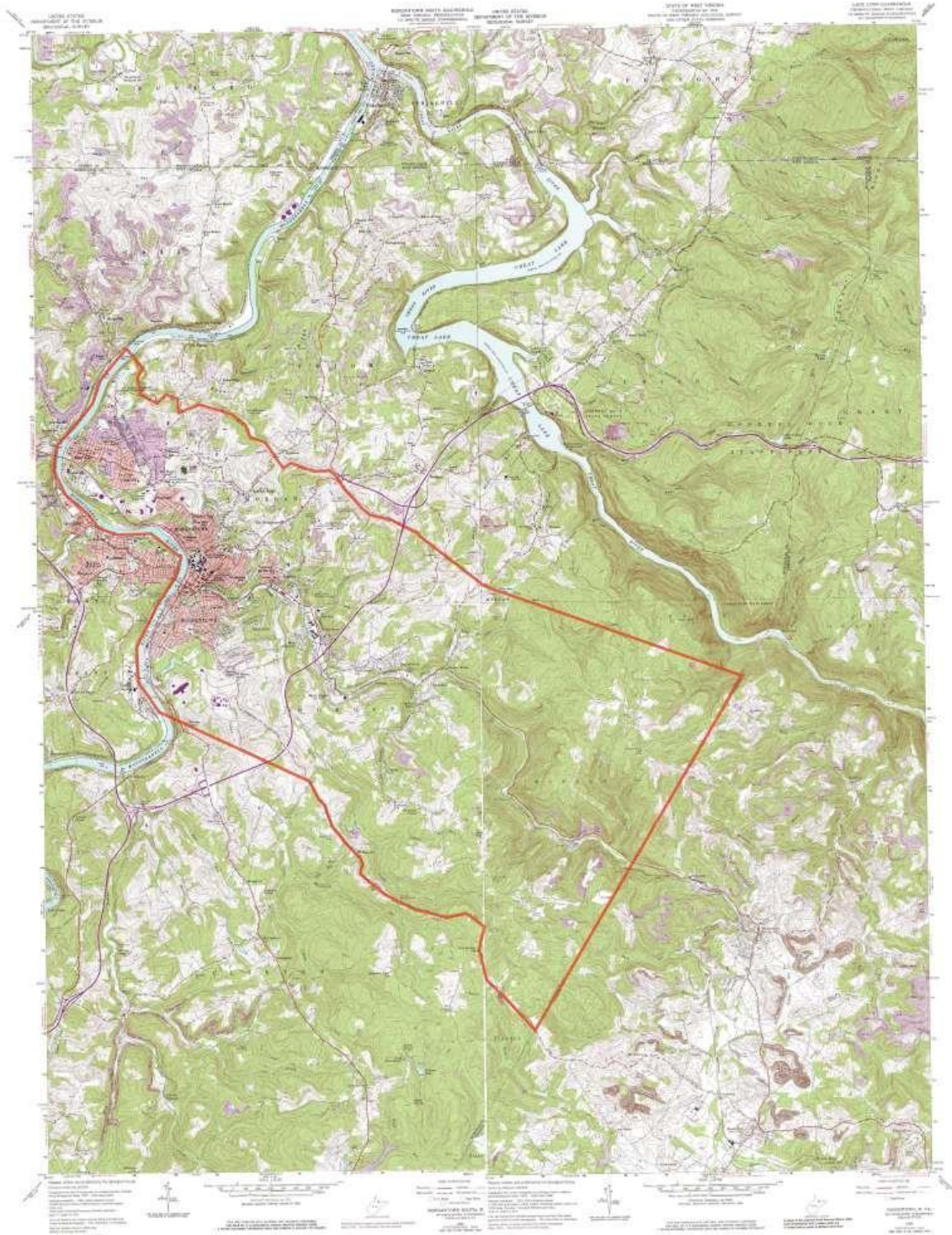


Figure 35 Combined USGS tops with Morgan District outlined

The survey area comprised the Morgan District of Monongalia County and the Morgantown City limits. Initially Morgantown was located within the Morgan District, but has since been separated as a separate district.

The district includes approximately 883,000 acres. The western boundary is the Monongahela River. The eastern boundary is the Preston County line. The southern boundary is the alignment of the Kingwood Pike, as it exits Morgantown connecting to Kingwood, Preston County. The northern boundary essentially begins at the ridge line above the Cheat River at the Preston County line and runs west and slightly north to Easton (Monongalia County), then continues along West Run to the Monongahela River.

The areas outside of Morgantown city limits are mostly rural or suburban in nature. They contain many modern single family houses and a scattering of older houses. The area includes the section of US Route 7 from the Preston County line to Earl L. Core road in Sabraton and Morgantown. As one approaches Morgantown, especially along Route 7, more commercial properties exist, including many modern convenience stores, shopping areas, and fast food restaurants.

The city of Morgantown is a densely populated area with a complex street system. The system derives from old roads that were located in previous small towns and villages that now comprise Morgantown city limits. They often followed the river, or creeks and terrain features, and as such do not form a grid system. There are many detached single and multi-family houses. There are also many multifamily apartment type buildings. Recently there has been much construction of housing complexes. In addition there is a commercial downtown in Morgantown, and additional commercial centers for Star City, Suncrest, Sabraton and other neighborhoods and locations in town. Since this survey does not concern itself with architecture additional information on building types etc. is not necessary.



Figure 36 Morgan District County Highway Map

MORGANTOWN PLANNING CITY MAP SHOWING AREA RESERVED FOR WVU
CLASS WORK

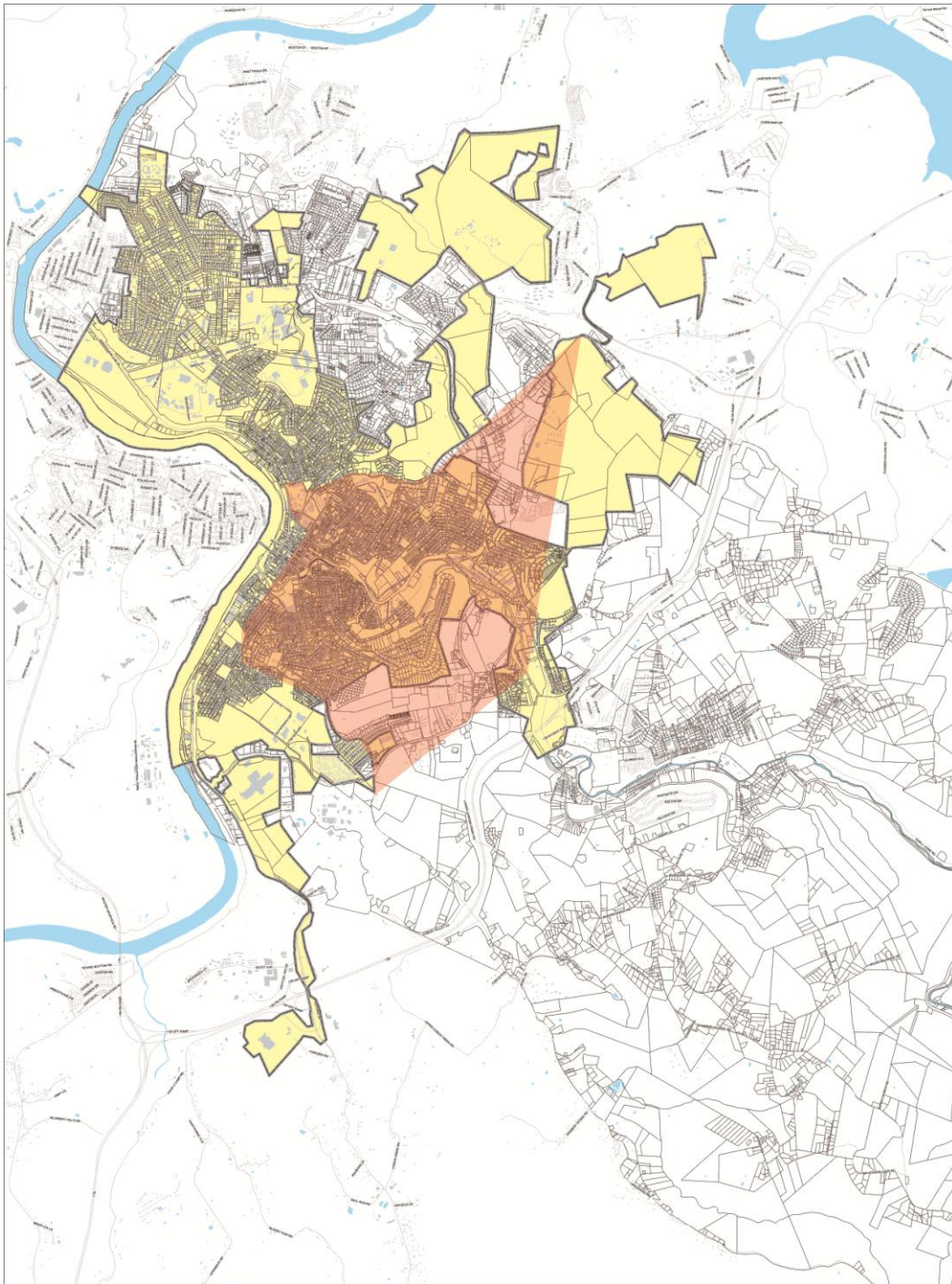


Figure 37 Morgantown Planning City Map Showing Area Reserved For WVU Class Work

SURVEY AREA MAP ANNOTATED WITH STONE RESOURCE SITES

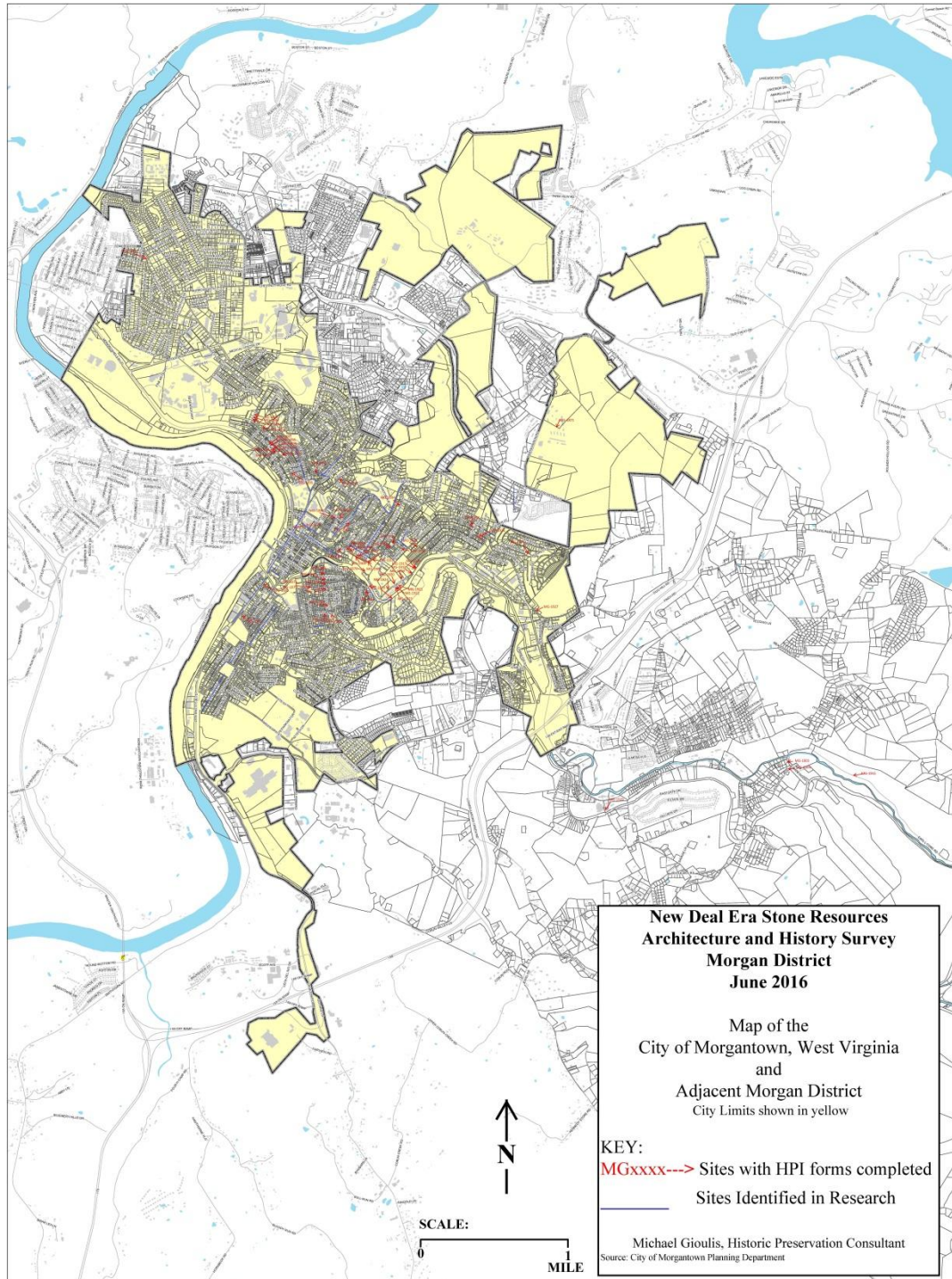


Figure 38 Red arrows identify survey HPI and blue lines represent sites identified in research. See attachments for larger view of map

The following illustrations are enlargements of sections of the Survey Area Map, in order to better focus and display the locations of resources. Red arrows identify survey HPI and blue lines represent sites identified in research.

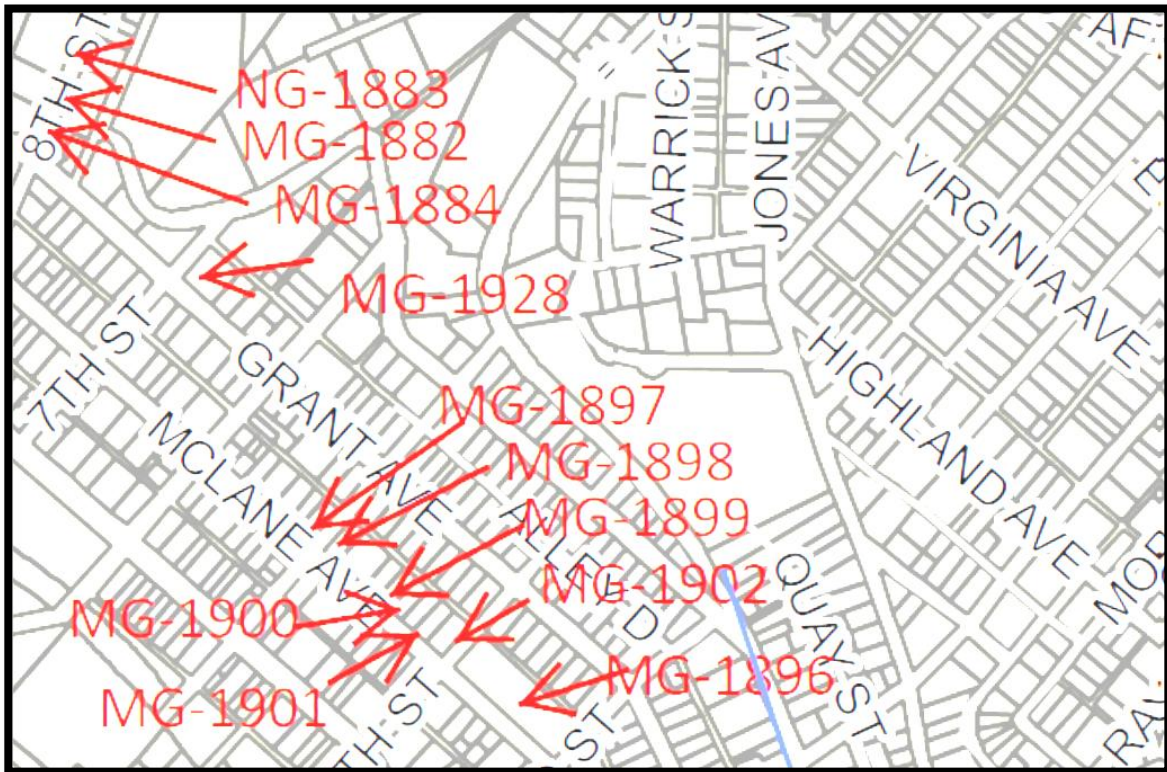


Figure 39 Partial Map Showing Stone Walls On And Near McLane Avenue
Red arrows identify survey HPI and blue lines represent sites identified in research.



Figure 40 Partial Map Showing Stone Walls On Stewart Street, College Avenue and McLane Avenue

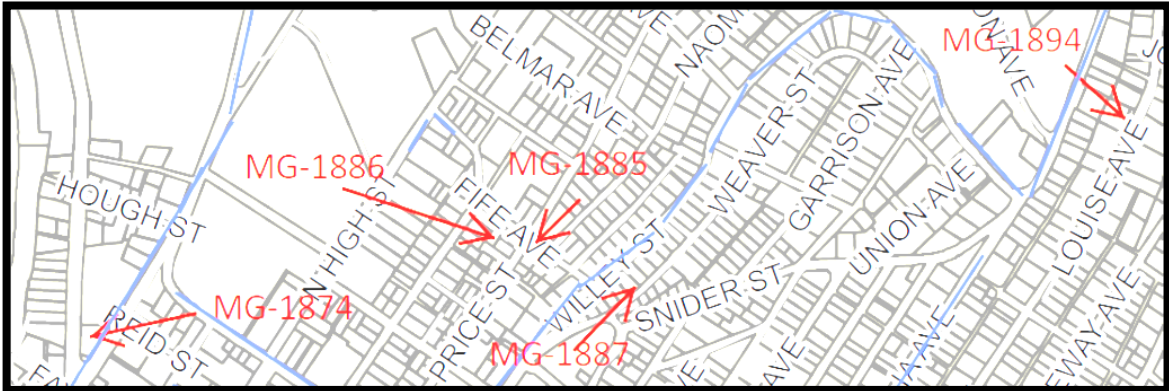


Figure 41 Partial Map Showing Stone Walls On University Avenue, Fife Street, Weaver Street and Louise Avenue



Figure 42 Partial Map Showing Stone Walls In The Area Of Richwood Avenue

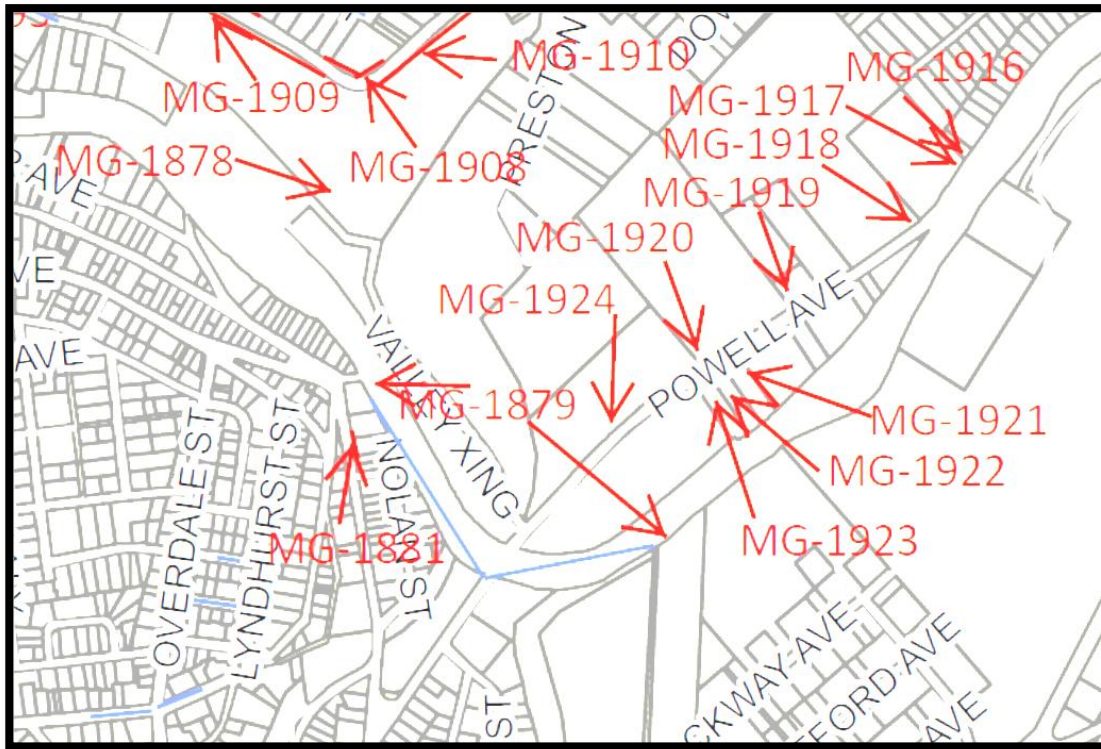


Figure 43 Partial Map Showing Stone Walls In The Area Of Rt 7/Rogers Avenue and Deckers Creek

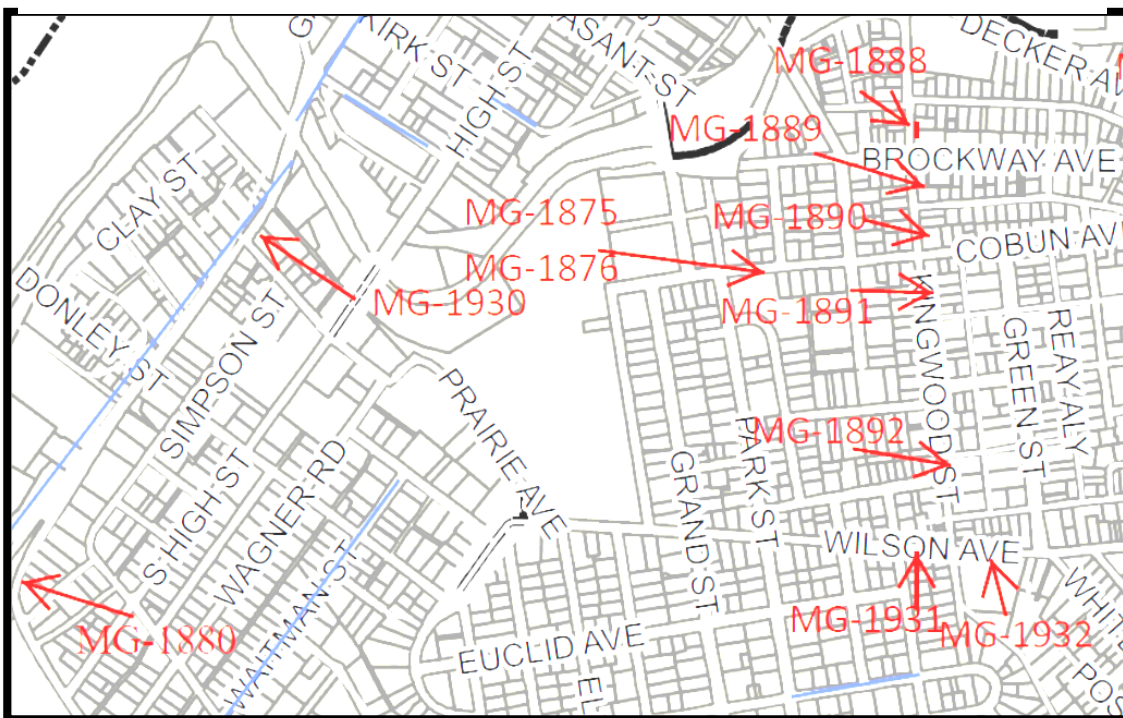


Figure 44 Partial Map Showing Stone Walls In The Area Of Kingwood Street, Prairie Street and Dorsey Avenue

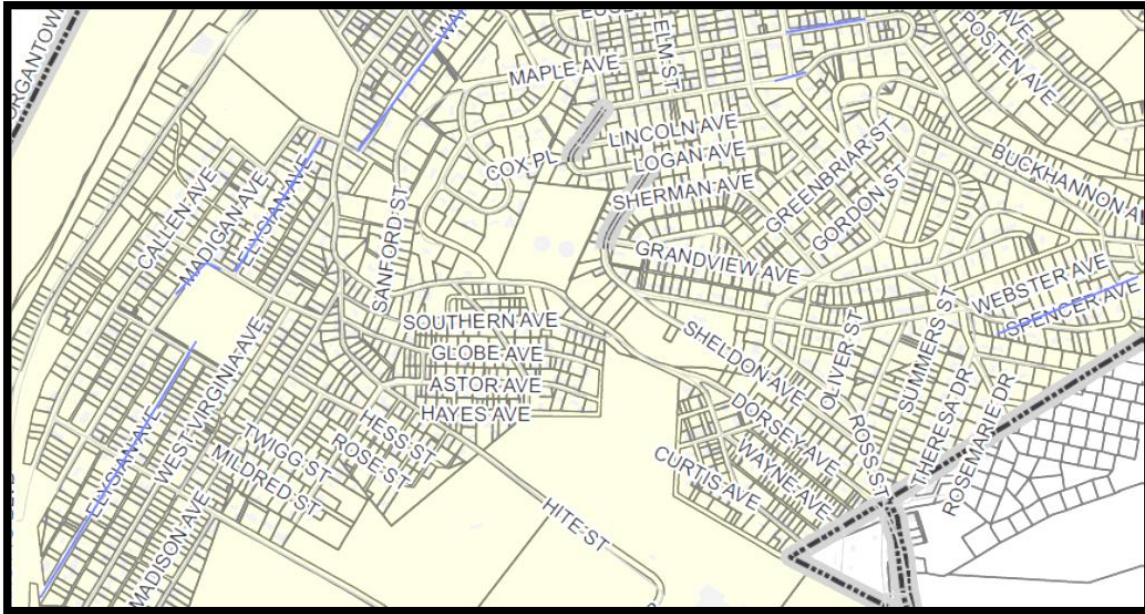


Figure 45 Partial Map Of Sites Identified In Research (blue lines)



Figure 46 Partial Map Showing Stone Walls On Summer School Road, Pixler Hill Road and Rt7/Earl L Core Road

HISTORIC MAPS

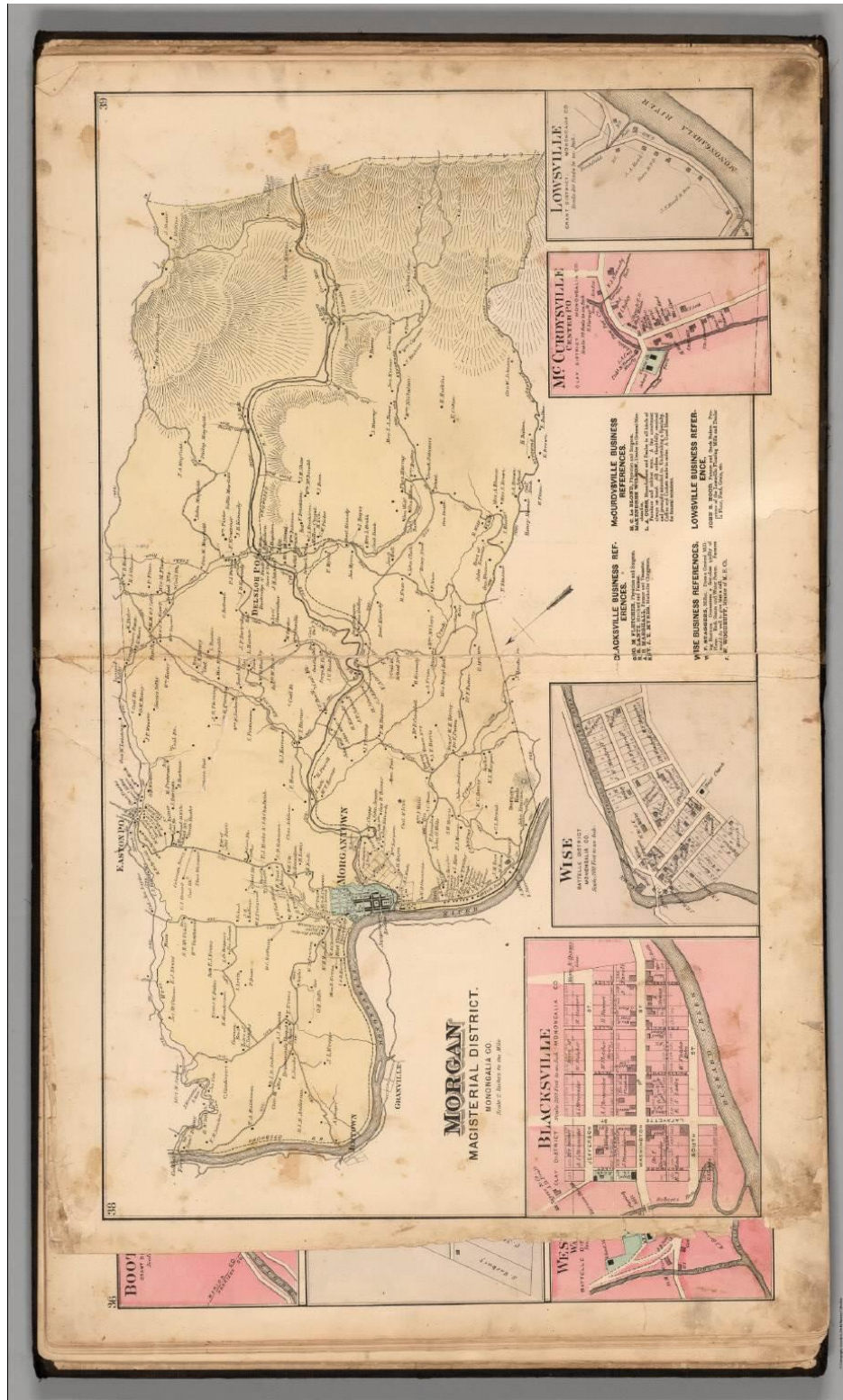


Figure 47 1885 Historic Map Of Morgan Magisterial District

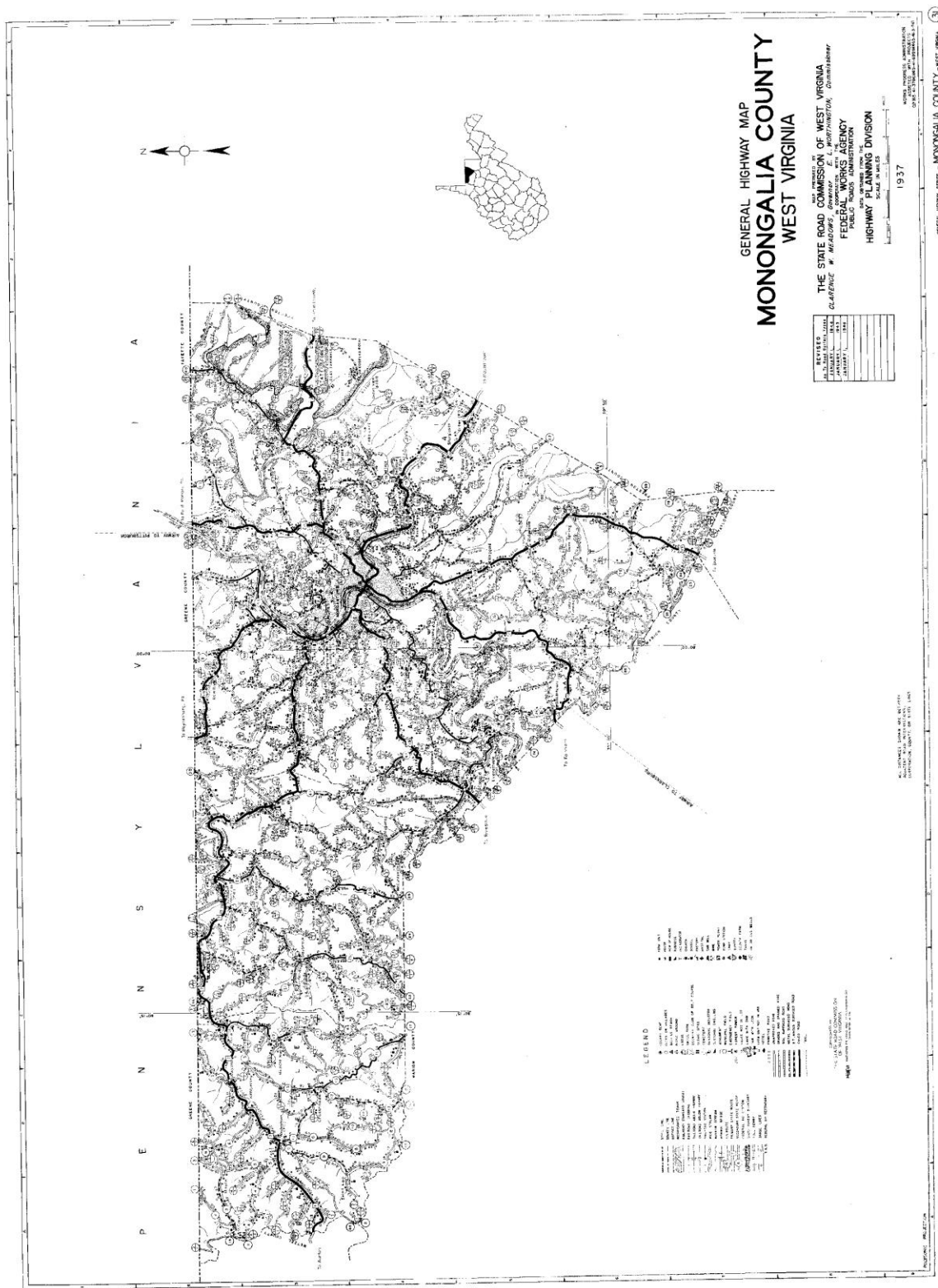


Figure 49 1937 County Highway Map

LIST OF SITES

SEE ATTACHMENT

UTM REFERENCES

SURVEY #	ADDRESS	ZONE	EASTING	NORTHING
MG-1871	Morgantown Municipal Airport Entrance	17	592590E	4388723N
MG-1872	1549 Ashland Avenue	17	592322E	4387228N
MG-1873	599 Junior Avenue	17	589202E	4386831N
MG-1874	1435 University Avenue	17	589578E	4387491N
MG-1875	346 Cobun Avenue	17	589897E	4386812N
MG-1876	350 Cobun Avenue	17	589906E	4386812N
MG-1877	921 College Ave	17	590070E	4388065N
MG-1878	Deckers Creek Channel & Hog Back	17	590448E	4386933N
MG-1879	Deckers Creek	17	590529E	4386655N
MG-1880	Dorsey Avenue	17	588999E	4386508N
MG-1881	216-222 E Brockway Ave	17	590409E	4386687N
MG-1882	309 Eight Street	17	589062E	4388765N
MG-1883	321 Eight Street	17	589077E	4388806N
MG-1884	No Number 8th Street	17	589050E	4388746N
MG-1885	400 Fife Avenue	17	590114E	4387592N
MG-1886	669 Fife Street	17	590073E	4387609N
MG-1887	Weaver Street	17	590188E	4387542N
MG-1888	85 to 81 Kingwood Street	17	589920.E	4386977.N
MG-1889	111 Kingwood Street	17	589929E	4386841N
MG-1890	129 Kingwood Street	17	589929E	4386841N

MG-1891	209 Kingwood Street	17	589936E	4386774N
MG-1892	331 Kingwood Street	17	589962E	4386585N
MG-1893	492-494 Gem Street	17	590097E	4387248N
MG-1894	1041 Louise Avenue	17	590774E	4387747N
MG-1895	McLane Avenue/2nd Street	17	589491E	4388173N
MG-1896	McLane Avenue/3rd Street	17	589406E	4388314N
MG-1897	500 McLane Avenue	17	589246E	4388447N
MG-1898	432 McLane Avenue	17	589263E	4388434N
MG-1899	420 McLane Avenue	17	589294E	4388405N
MG-1900	412 McLane Avenue	17	589327E	4388383N
MG-1901	408 McLane Avenue	17	589330E	4388380N
MG-1902	404-400McLane Avenue	17	589341E	4388371N
MG-1903	58-37 Pixler Hill Road	17	595355E	4384850N
MG-1904	88 Pixler Hill Road	17	595356E	4384796N
MG-1905	301 Richwood Avenue	17	590177E	4387234N
MG-1906	317 Richwood Avenue	17	590209E	4387222N
MG-1907	Richwood Avenue/ Monongalia Avenue	17	590282E	4387180N
MG-1908	Richwood Avenue Curve	17	590432E	4387104N
MG-1909	Richwood Avenue Wall Morgantown Side	17	590307E	4387158N
MG-1910	Richwood Avenue Wall Sabraton Side	17	590511E	4387166N
MG-1911	617 Richwood Avenue	17	590570E	4387216N
MG-1912	729 Richwood Avenue	17	590708E	4387287N

MG-1913	821 Richwood Avenue	17	590821E	4387274N
MG-1914	1268 - 1283 Richwood Avenue	17	591612E	4387553N
MG-1915	Route 7/Earl L. Core Rd	17	596263E	4384665N
MG-1916	Route 7/737 Powell Avenue	17	590985E	4387032N
MG-1917	Route 7/Rogers Avenue	17	591302E	4387229N
MG-1918	727-729 Rogers Avenue	17	590833E	4386895N
MG-1919	719 Rogers Avenue	17	590795E	4386871N
MG-1920	705 Rogers Avenue	17	590738E	4386831N
MG-1921	702 Route 7/Rogers Avenue	17	590775E	4386843N
MG-1922	700 Route 7/Rogers Avenue	17	590751E	4386829N
MG-1923	No # Route 7/Rogers Ave Intersection Tranquility Village	17	590731E	4386815N
MG-1924	Route 7/Rogers Avenue	17	590639E	4386746N
MG-1925	1113 Sabraton Avenue	17	591119E	4387401N
MG-1926	1309-1331 Sabraton Avenue	17	591714E	4387415N
MG-1927	1749 Sabraton Avenue	17	592389E	4386580N
MG-1928	Seventh Street/ 600 Grant Street	17	589225E	4388579N
MG-1929	Summer School Road 70/3	17	593240E	4384249N
MG-1930	University Avenue/119 and Prairie Avenue	17	589202E	4386831N
MG-1931	348 Wilson Avenue	17	589946E	4386496N
MG-1932	418 Wilson Avenue	17	590020E	4386492N
MG-1933	Yoke Street & Stewart	17	589782E	4388118N

SURVEY ANALYSIS AND RECOMMENDATIONS

The list of sites identifies which resources are considered eligible for the National Register of Historic Places (NRHP). It also identifies which may require additional research to determine their NRHP eligibility. Some specific recommendations can be made:

- Based on the City of Morgantown research, the number of resources that exist relating to the New Deal Era are greater than were originally believed. We recommend additional survey work be carried out within the city limits using the list of sites for those not already inventoried. The streets and projects identified in the Morgantown City Council Journal books, attachment 1, should be used to focus survey work in those streets and areas noted. Resources associated with the New Deal Era are likely to be found using the list as a guide. We have provided names of property owners when noted in the minutes to describe walls and property records may be used to verify where these properties are located. Once the location is identified survey or inventory activities can be done.
- Also, additional resources may be found in other districts in the county, though the limited results of this survey in out-of-city-limits areas indicates that there may not be many, if any, resources. The incorporated areas of the county, outside of Morgantown, may yield additional resources. For example, the county incinerator was located across the river from Morgantown and there may be stone resources associated with this site.

The following resources are recommended individually eligible for the National Register of Historic Places due to the resources' association with the New Deal Era and/or the impact the site may have had on the development of Morgantown and the county at that time:

- The Richwood Wall (MG-1909, 1910) (see previous sections for discussion and descriptions) Though the lower side of this wall has been compromised and potentially has lost integrity, the upper or east side of the wall is in very good condition physically and historically. It is significant under Criterion A for its association with the New Deal Era construction, for its association with social programs and the Depression, and for its association with Whitmore Park in this time period. It is also significant under Criterion C for its engineering feat and construction techniques and systems. It is a major project of the WPA in Morgantown.
- Earl Core Road/Rt. 7 wall (MG-1915). This wall is relatively modest in height but is fairly long in length. It is also one of the few resources identified outside of the town limits. It is in very good condition and does convey the association with the WPA in a rural road setting. It is significant under Criterion A for its association with the New Deal Era construction and for its association with social programs and the Depression.
- Eighth Street FERA walls (MG-1882, 1883, 1884). The three walls on Eighth Street are perhaps the oldest of the walls in the district. They are the only ones specifically identified with FERA, and as such constitute early government program intervention in the economy. FERA was discontinued in Morgantown in October 1934. Thereafter WPA took over construction programs. They also illustrate the span of the program, having projects and construction continue through different years or grant cycles. Architecturally they are interesting to illustrate the progression of cartouche designs as

the programs became more established. They are significant under Criterion A for their association with the New Deal Era construction, and the association with social programs and the Depression. They are also significant for the association with early programs of the relief agencies.

- Rodgers Avenue/Rt. 7 (MG- 1924) walls and stone culverts. The walls are large and continue for a distance. They are in proximity to the Deckers Creek wall and others such as those found on the Sabraton side of Richwood Avenue. They also include stone culverts, some of the few remaining ones found. They are significant under Criterion A for their association with the New Deal Era construction, and the association with social programs and the Depression.
- Deckers Creek Wall (MG-1879). This wall is the largest identified in the survey. It is also likely the most complex engineered wall, being required to contain the creek in addition to acting as a retaining wall. It is taller than the other resources surveyed. It also has multiple forces acting on it, such as the retaining forces for the ground above it, the action of the creek as it scours the wall in the curve of the creek, and the necessity for providing openings for culverts drainage etc. There are multiple opening, drains, sewer outlets etc. in the wall, which adds to the engineering complexity. It is significant under Criterion A for its association with the New Deal Era construction, for its association with social programs and the Depression, and for its association with New Deal Era conservation concerns. Many of the programs of the New Deal were related to conservation, forest preservation etc. This work for the creek fits into those concerns. It is also significant under Criterion C for its engineering feat and construction techniques and systems.

Many of the other resources identified would be eligible under a Multiple Property Documentation (MPD). A MPD provides a framework for documenting groups of related resources. The MPD organizes the themes trends and patterns of history that the resources share into historical contexts. Property types are identified that are associated with these contexts in order to determine their eligibility and association with the themes. This documentation serves as the basis for current or future nominations within the theme. Nominations of resources are completed on National Register Registration forms and the forms plus the Multiple Property Documentation constitute a multiple property submission. The National Register of historic Places website describes the benefits as:

The Multiple Property Documentation Form streamlines the method of organizing information collected in surveys and research for registration and preservation planning purposes. The form facilitates the evaluation of individual properties by comparing them with resources that share similar physical characteristics and historical associations. Information common to the group of properties is presented in the Multiple Property Documentation Form, while information specific to each individual building, site, district, structure, or object is placed on an individual Registration Form. As a management tool, the thematic approach can furnish essential information for historic preservation planning because it evaluates properties on a comparative basis within a given geographical area and because it can be used to establish preservation priorities based on historical significance.

Additional resources will likely be identified within this category when additional survey work is accomplished. A Multiple Property Documentation should be completed for this theme. The

context statement would identify significance under Criterion A for its association with the New Deal Era construction, for its association with social programs and the Depression. It would also contain significance under Criterion C for its engineering feat and construction techniques and systems. As new resources are identified they can be added to the MPD.

An interesting aside was uncovered during the research. Residences in sections of Suncrest were found to have been constructed by the Defense Homes Corporation (DHC). These were constructed to house DuPont workers in the Ammonia plant. Three plants were constructed by Dupont in the United States to produce heavy water for the Manhattan Project. The plant in Morgantown was one of the three and became operational in 1943. In order to house the expected influx of workers, DHC purchased 113 lots in the Suncrest to construct houses. Suncrest then applied for WPA funds to construct the streets and utilities necessary for the housing subdivision. The subdivision was located on Hawthorn, Mulberry, Cambridge, Kenmore and Elmhurst Streets. As a future activity we recommend an intensive survey in that area to determine the extent of historic resources, houses, associated with that event. This may result in a compact historic district in the area.

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ATTACHMENTS

Attachment 1

Morgantown City Clerk Council Journal Books,
Project References

Attachment 2

Morgantown City Clerk Council Journal Books,
Stone Walls, Stone Curbs & Stone Culverts by Street Report

Attachment 3

List of Sites