

STATEWIDE HISTORICAL PRESERVATION REPORT W-NK-1  
RHODE ISLAND HISTORICAL PRESERVATION COMMISSION

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**NORTH KINGSTOWN, R.I.**

This report is published by the Rhode Island Historical Preservation Commission as part of the program set forth in Rhode Island's Historic Preservation Plan, first edition, which was issued in 1970. Commission activities are supported by state and local funds and by the Heritage Conservation and Recreation Service, Department of the Interior, under provisions of the National Historic Preservation Act of 1966. Preparation of this report was in part financed through the U. S. Department of Housing and Urban Development, through the North Kingstown Planning Department as part of the town's Community Development Block Grant Program.

part financed through the U. S. Department of Housing and Urban Development, through the North Kingstown Planning Department.

The participation, review, and guidance of the North Kingstown Planning Department and interested local citizens have been essential to the conduct of this survey. This report is the product of a partnership between North Kingstown citizens and town and state agencies.

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This document is a copy of the original survey published in 1979. It has not been corrected or updated.

Since the original publication:

- >additional properties have been entered on the National Register;
- >some financial incentives referred to in these pages are no longer available;
- >some new financial incentives are available.

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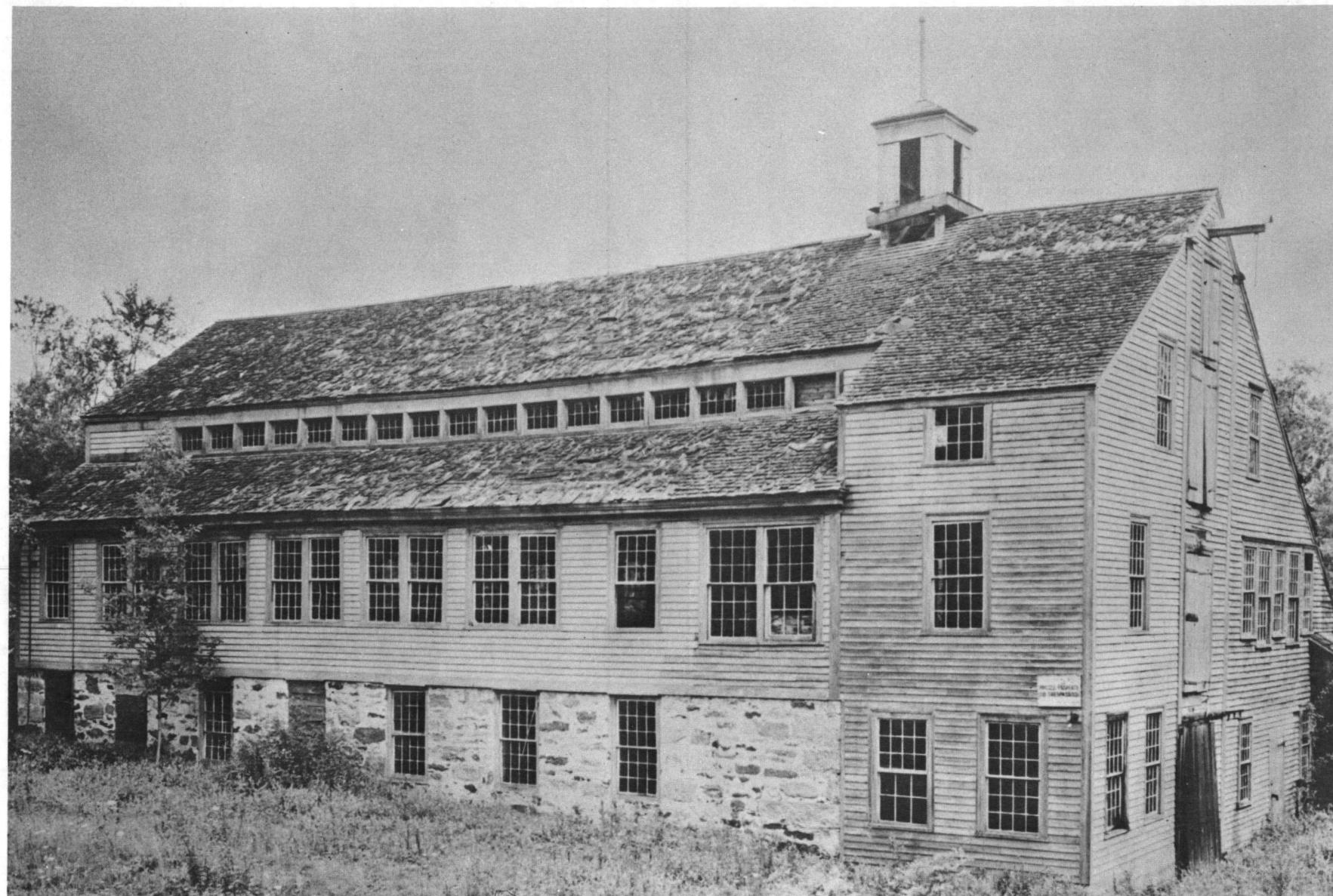
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The Rhode Island Historical Preservation & Heritage Commission is your state agency for historical preservation. The Commission identifies and protects historic buildings, districts, landscapes, structures, and archaeological sites throughout the State of Rhode Island.

Cover: Gilbert Stuart Birthplace (1753; 1757, restored, 1927); 715 Gilbert Stuart Road; lithograph, 1884.

Title Page: Davisville Woolen Mill (1842; demolished, 1950s); Old Davisville; photograph, 1940.

North Kingstown, Rhode Island  
Statewide Historical Preservation Report W-NK-1



Rhode Island Historical Preservation Commission  
November 1979



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

HISTORICAL PRESERVATION COMMISSION

Old State House  
150 Benefit Street  
Providence, R. I. 02903  
(401) 277-2678

November 23, 1979

The Honorable J. Joseph Garrahy, Governor  
State of Rhode Island and Providence Plantations  
State House  
Providence, Rhode Island 02903

Dear Governor Garrahy:

It is with pleasure that I transmit herewith North Kingstown, Rhode Island--Statewide Historical Preservation Report, W-NK-1, the fourteenth in-depth publication in the Statewide Historical Preservation series; in addition, the Commission has published twelve preliminary reports.

The report provides an analysis of the historical and architectural development of North Kingstown, with consideration given to current redevelopment problems, and recommends preservation programs and procedures which can be incorporated into the town's overall planning program.

With the publication of this report, the Commission is well on its way to fulfilling its responsibility to record the rich cultural resources of Rhode Island. Ten additional in-depth and two preliminary studies are now being prepared and their completion will contribute significantly toward the achievement of our goal to produce reports on all thirty-nine cities and towns in the state.

The Commission believes that its efforts as represented by this and its other reports, will further the cause of historical preservation in Rhode Island.

Sincerely,

*Quaternette F. Downing*  
Mrs. George E. Downing  
Chairman



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

HISTORICAL PRESERVATION COMMISSION  
Old State House  
150 Benefit Street  
Providence, R. I. 02903  
(401) 277-2678

November 23, 1979

The Honorable Marguerite Neubert, President  
North Kingstown Town Council  
Town Hall  
80 Boston Neck Road  
North Kingstown, Rhode Island 02852

Dear Mrs. Neubert:

The Rhode Island Historical Preservation Commission is pleased to submit in final published form this survey and report, North Kingstown, Rhode Island--Statewide Historical Preservation Report, W-NK-1. The product of more than a year's study, chiefly by Ellen Weiss of the Commission staff, it is in a true sense a joint effort on the part of the Town of North Kingstown and the State Commission.

We hope the report will prove of lasting value to the entire North Kingstown community, serving an educational and planning function and portraying the town's history and rich cultural heritage that, spanning more than three centuries, includes historic buildings, neighborhoods and sites from the seventeenth-century settlement-like Richard Smith's house at Cocuscussoc and the Palmer-Northup House--as well as Wickford Village, nineteenth-century mill settlements and World War II development at Quonset.

Yours very truly,

*Quaternette F. Downing*  
Mrs. George E. Downing  
Chairman

## PREFACE

The Rhode Island Historical Preservation Commission was established in 1968 by an act of the General Assembly to develop a state preservation program under the aegis of the Office of Archeology and Historic Preservation, Heritage Conservation and Recreation Service, United States Department of the Interior. Citizen members of the Commission are appointed by the Governor; serving as ex-officio members are the Director of the Department of Economic Development, the Director of the Department of Environmental Management, the Chief of the Division of Statewide Planning, the State Building Code Commissioner, and the Chairmen of the House and Senate Finance Committees of the General Assembly. The Director of the Department of Community Affairs has been appointed by the Governor as the State Historic Preservation Officer for Rhode Island.

The Historical Preservation Commission is charged with the responsibilities of: conducting a statewide survey of historic sites and places and, from the survey, recommending places of local, state, or national significance for inclusion in the National Register of Historic Places; administering federal grants-in-aid to National Register properties for acquisition or development; and developing a state historic preservation plan. Additional duties include: compiling and maintaining a State Register of Historic Places; assisting state and municipal agencies in the area of historic preservation, by undertaking special-project-review studies; the certification of rehabilitation projects under the Tax Reform Act of 1976; the review of federal, state, and municipal projects which may affect cultural resources; and regulating archeological exploration on state lands and under waters of state jurisdiction.

The Rhode Island statewide historical survey, inaugurated in 1969, has been designed to locate, identify, map, and report on buildings, sites, areas, and objects of historical and architectural value. During the survey, consideration is given to the total environment of the area being studied. In addition to outstanding structures and historical sites, buildings of all periods and styles which constitute the fabric of a community are recorded and evaluated.

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Frontispiece: Lafayette, looking southeast along Ten Rod Road with Belleville Pond in background; photograph, 1975.

## I. INTRODUCTION

The historical and architectural survey of North Kingstown was conducted by the Rhode Island Historical Preservation Commission in conjunction with the Town of North Kingstown Planning Department. Funding was provided by the town from a Community Development Block Grant and by the Preservation Commission through a survey and planning grant from the Office of Archeology and Historic Preservation, Heritage Conservation and Recreation Service, U. S. Department of the Interior.

To accomplish the goals of the statewide survey program three stages are necessary: field survey and research, preparation of maps, and preparation of this final report. A standard survey form, the "Historic Building Data Sheet," is used throughout the state. This sheet includes both architectural and historical information and a photograph of each building or site. Historical information is obtained through the use of maps, published and unpublished histories, guidebooks, manuscripts, newspapers, periodicals, and state and local records. Data from the survey forms is transferred to maps. An explanation of the survey methodology, together with a copy of the "Historic Building Data Sheet" and a sample detail from a North Kingstown survey map, will be found in Appendix C.

The North Kingstown survey was begun in February, 1977, and completed in April, 1978. Approximately 1400 buildings and open spaces of historical, architectural, or visual interest have been included. There was not, however, an intensive archeological survey. The period covered extends from the mid-seventeenth century to the present. A property's selection was determined on the basis of its individual significance as a work of architecture or as an historic site; its scenic value; or its value as an indicator of the town's physical, social, or economic development. Thus, the survey attempted to be comprehensive in scope, identifying both individually distinguished structures and the wide array of elements which contribute to the town's historical development. Upon completion, the survey and the report were reviewed by local officials, the North Kingstown Historic District Commission and the Planning Department, and by individuals in the town. The survey and report were also reviewed by the Rhode Island His-

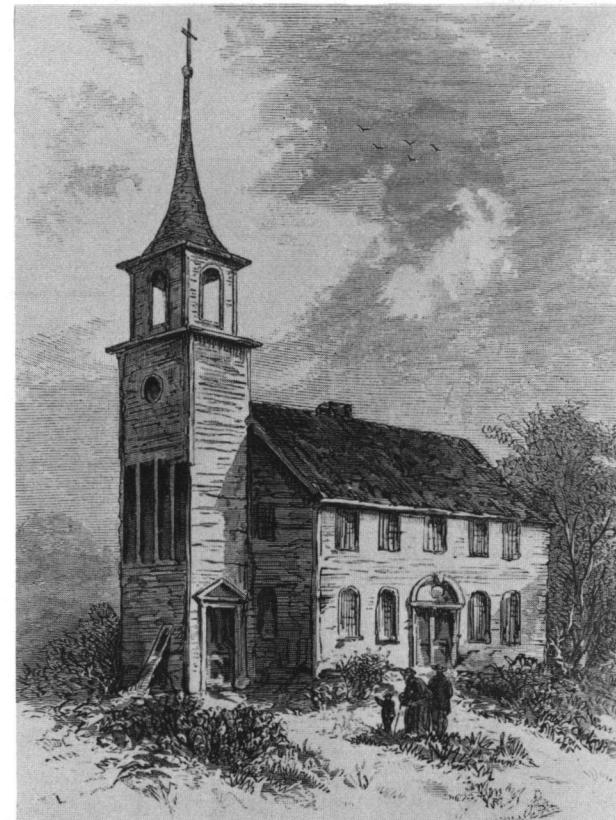


Fig. 1: Old Saint Paul's Episcopal Church as it appeared in Wickford during the early 19th century.

torical Preservation Commission and its staff. Copies of all survey material will be placed on file at the Rhode Island Historical Preservation Commission Office (150 Benefit Street, Providence), the North Kingstown Planning Department (55 Brown Street), and the North Kingstown Free Library (100 Boone Street).

The North Kingstown report is a condensed summary of findings from the survey. The historical section provides a broad overview of the development of the town and the effects of this development on its physical condition. Following the historical review are recommendations for preservation planning. In the appendices are an explanation of survey procedures, an introduction to the National Register of Historic Places with its attendant Grants-in-Aid program and Tax Reform Act benefits, a list of per-

tinent agencies to aid in preservation, and an introduction to historic zoning. Also in the appendices is an inventory of about 250 structures and sites selected from the 1100 properties surveyed for their special historical, visual, or architectural significance. A bibliography is provided which lists sources useful for further study.

The author would like to acknowledge aid from staffs of all major libraries in Providence and North Kingstown, the staff of the Merrimack Valley Textile Museum, the staff of the North Kingstown Planning Department, and officials of other town offices, during the years 1977 and 1978. Kim Viall Finneran, Leslie Larkin, and Harvey Freeman helped with survey and research as volunteers. Virginia A. E. Seamans and Thomas J. Peirce read a draft of the report and added a great deal from their own extensive knowledge of North Kingstown history. Anne W. Baker, Steve Tyson, Paul Campbell, and Glenn W. LaFantasie contributed in their areas of specific expertise. Most important of all were the many residents of the town, too numerous to mention, who generously shared their knowledge with the author and opened their homes for inspection. The report never could have been written without their aid.

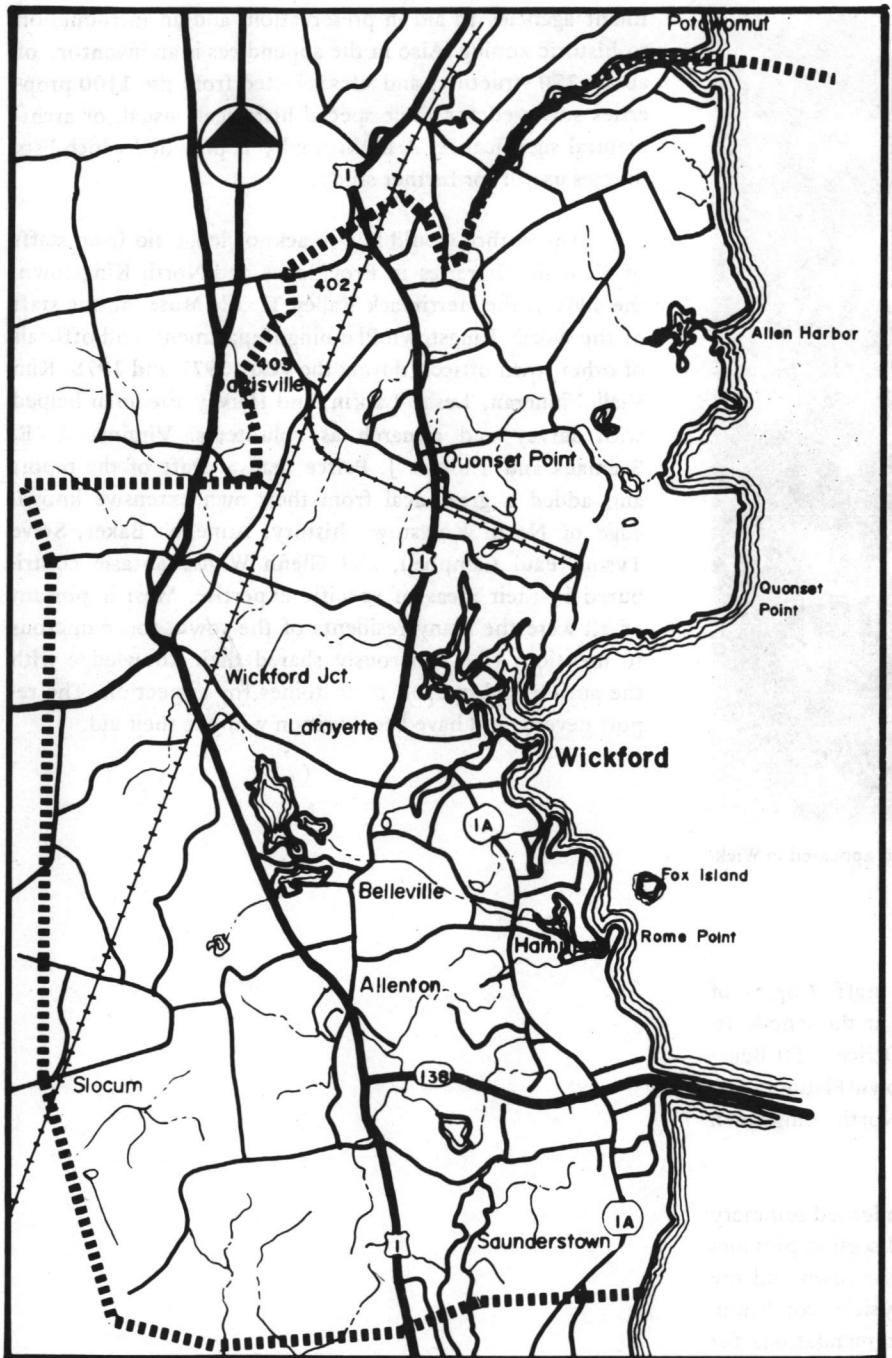
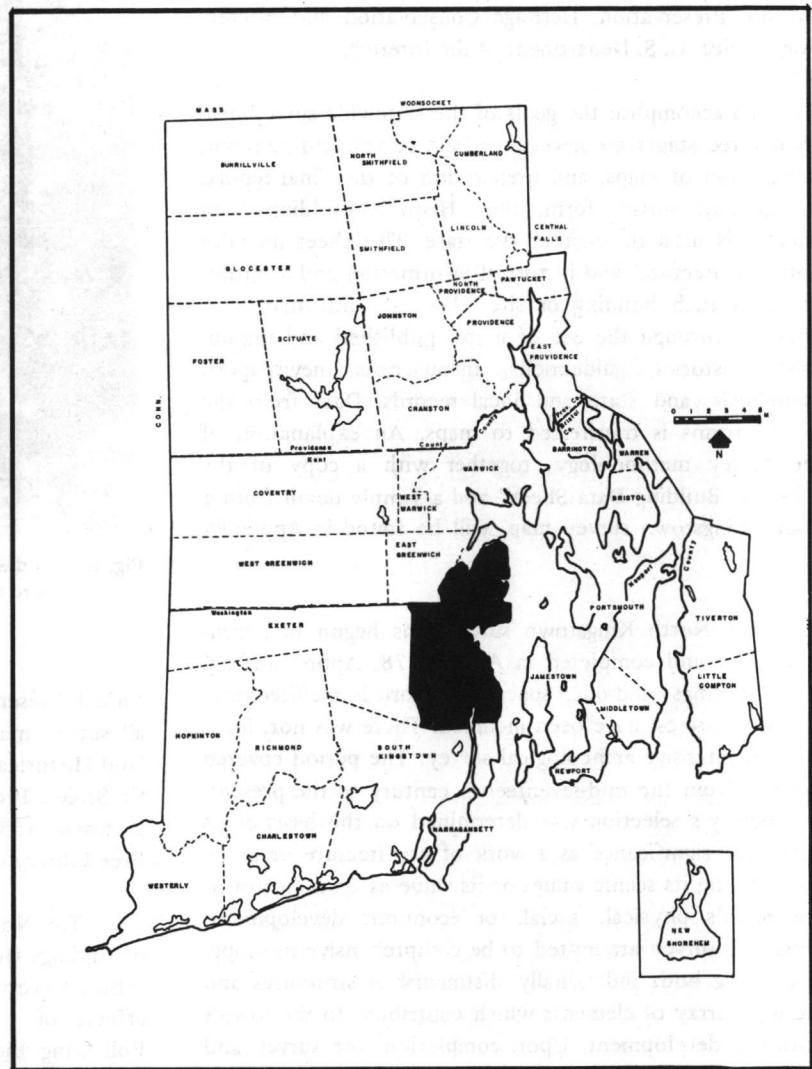


Fig. 2: Map of North Kingstown, showing principal villages, roads, and geographic features.



Map of Rhode Island, showing the location of North Kingstown.

## II. PHYSICAL AND SOCIAL SETTING

North Kingstown, in Washington County, Rhode Island, is a 44.5-square-mile town on the west side of Narragansett Bay, about twenty miles south of Providence. It shares borders with Warwick, East Greenwich, Exeter, South Kingstown, and Narragansett. The population in 1978 has been estimated at about 25,000.

The town's most prominent geographical feature is thirty miles of Narragansett Bay coastline, much of it remarkably attractive, with inlets, sheltered coves, wetland areas, and dramatic bluffs overlooking the water. The town has considerable variation in topography, with a high elevation of 320 feet in the northwest corner, near Scrabbletown, and also a number of hills nearer the bay in the south, one 220 feet high. The west-central part of town, Swamptown, is a region of small steep hills and depressions and glacial kames and kettles. Further west is the Slocum area, an outwash plain of flat land with good soil still used for farming. Most of the town, though once farmed, is now heavily wooded.

There are about a dozen ponds of varying size, many of them increased in area by nineteenth-century mill dams. These ponds are part of North Kingstown's three small river systems, all with headwaters in the central part of town.

The Hunts River, flowing northeast into the tidal estuary of the Potowomut River, forms much of the Warwick-East Greenwich border. Old Davisville is a village fragment on this river. Sand Hill Village, another village fragment, is on Sandhill Brook, a second tributary to the Potowomut River.

The Annaquatucket River, also called the Shewatuck at one of its headwaters, flows southeast through a series of ponds—including Belleville Pond, the largest in town—and empties into the Bay at Bissell's Cove. Mill villages and hamlets on the Annaquatucket River include Lafayette, Oak Hill, Belleville, Annaquatucket, and Hamilton. They bear witness to the fact that the Annaquatucket was North Kingstown's most important nineteenth-century industrial waterway.

The third river, the Mattatuxet, flows south through

Silver Spring, Shady Lea, and Carr ponds into the Pettaquamscutt River, the latter a tidal estuary with access to the Bay in Narragansett. The Mattatuxet River generated the milling hamlets at Silver Spring and Shady Lea and powered the eighteenth-century snuff mill and sawmill that are now the Gilbert Stuart memorial.

Principal modern transportation routes running north and south and connecting the Providence metropolitan area with the southern towns of Narragansett and South Kingstown are Post Road (U.S. 1) and Route 2 (which continues through part of town as the divided Colonel Rodman Highway), and Tower Hill Road. Route 138 enters at the east from the Jamestown Bridge and crosses half of the town before joining Colonel Rodman Highway. Boston Neck Road is another north-south route. East-west roads include Route 102, which connects Wickford to Exeter; the locally important Stony Lane; and Gilbert Stuart Road, with its extension as the Shermantown Road. A section of the main line of Amtrak slices diagonally through the western part of town. Stations once existed at Slocum, Wickford Junction, and Davisville. A trunk line, built during World War II, branches off the main line at the Davisville Station and runs to the former Navy bases of Davisville and Quonset Point. The Quonset Point Naval Air Station airport remains from World War II development of the area and offers potential for regional airport expansion.

The population of North Kingstown in the late seventeenth and eighteenth centuries was of predominantly English and Welsh stock—people who engaged in farming, fishing, and trading. The numerous mill villages which grew up along the three rivers in the nineteenth century drew largely upon this local Yankee farm population for labor but also brought in some Canadian and Irish workers who became integrated with the earlier “English” population. Coastal summer-resort developments in the early twentieth century, such as at Plum Beach and Saunderstown in the south and at the Quonset Point area in the north, brought seasonal residents from the Providence area and also from New York and Philadelphia. With World War II and the building of the major Navy bases at Quonset and Davisville, the population was dramatically increased and transformed as residents, both temporary and permanent, arrived from all over

the nation.

Since the war, the tendency toward extensive suburbanization of large areas of the formerly rural sections of town and further influx of people from the more heavily urbanized center of the state and elsewhere in the country has, with some fluctuation, continued. New industries have arrived, a commercial highway strip has grown along Post Road, and a large park (surrounding Belleville Pond) and a state park have been founded. Vast areas which had been farmed in the eighteenth and nineteenth centuries and overgrown by woods in recent times are in the process of subdivision for houses. Continued suburbanization for a residential population projected to double over the next twenty years; industrial growth, more commercial strip development, shopping centers, and expansion of the road system to serve this continued development can be expected.

Care must be taken that the town's remarkable variety of local historical features—from evidence of Indian and earliest English settlement to later eighteenth- and nineteenth-century developments related to farming, fishing, and small-scale textile manufacturing—are not lost to the overwhelming size and nationally uniform style of late twentieth-century building and community forms.

### III. GEOLOGICAL EVOLUTION

Geographically, North Kingstown is essentially a town of two parts—an interior section of low hills, broad stream valleys, and lowlands, some occupied by swamps and ponds; and a coastal area along Narragansett Bay with an irregular and indented shoreline in the north part of town and a more regular, rocky, and rugged southern part. The underlying bedrock which helped produce the present landscape is a product of millions of years of weathering and erosion and includes predominantly igneous and metamorphic rocks of granite, gneiss, quartzite, and schist.

Rhode Island was a part of the ancient Appalachian Mountain system, created by tremendous thermal and dynamic forces in the dim recesses of the geological past, more than one-half billion years ago. Continued erosion wore the land down to a relatively gentle topography, with a well defined drainage system with bedrock cropping out in several places. In North Kingstown, a variety of coarse-grained gneiss is exposed at Hammond Hill and along the Boston Neck Road to the south. Pennsylvanian-aged rock of the Rhode Island Formation, mostly quartz-

ite and schist, can be seen in the Devil's Foot Rock along the Post Road and in road cuts and a granite outcrop at Plum Beach. The eastern margin of the town is part of the Narragansett synclinal basin, a region of metamorphosed sedimentary rocks.

The existing topography, however, is largely a product of the recent geological past, during which the land was swept by several continental ice sheets. The last glacier disappeared only some 12,000 years ago. A vast amount of material carried by the glacier was dumped on the land in the form of till, an unsorted blend of pebbles, cobbles, boulders, and soil. In the west-central part of North Kingstown is a small area of rugged topography known by geologists as kame and kettle. This landscape is the result of the deposition of large quantities of soil surrounded by ice blocks. The melting ice blocks left depressions in the land, some of which remained filled with water, including the pond at the state fish hatchery. The largest of the ponds is appropriately called Kettle Hole Pond.

Other conspicuous features of the post-glacial landscape of North Kingstown are a result of the scouring of

exposed bedrock by the enormous pressure of glacial ice as it advanced south. This action is clearly visible today in the form of scratches or striations on exposed and smoothed rock formations, such as along the ridge west of the Pettaquamscutt River. This river basin itself was formed from an ice-block depression which became a wide, deep estuary when the sea level rose following the melting of continental glaciers. Glacial meltwaters issuing from the receding ice sheet created a large outwash plain at Slocum, south of the kame-and-kettle area. This outwash plain, containing fine sediments, became the town's most valuable agricultural area.

The retreating glacier created other conditions which would be less congenial to human habitation than the outwash plain. Glacial debris choked formerly well drained landscapes and swamps. Several waterways in the eastern part of town—Wannuchecimecut Brook and the Mattatuxet River, south of Wickford, and Cocomscussooc Brook and Sandhill Brook, northeast of Wickford—contain extensive swampy areas, still largely in their natural state, which remain as barriers to settlement today.

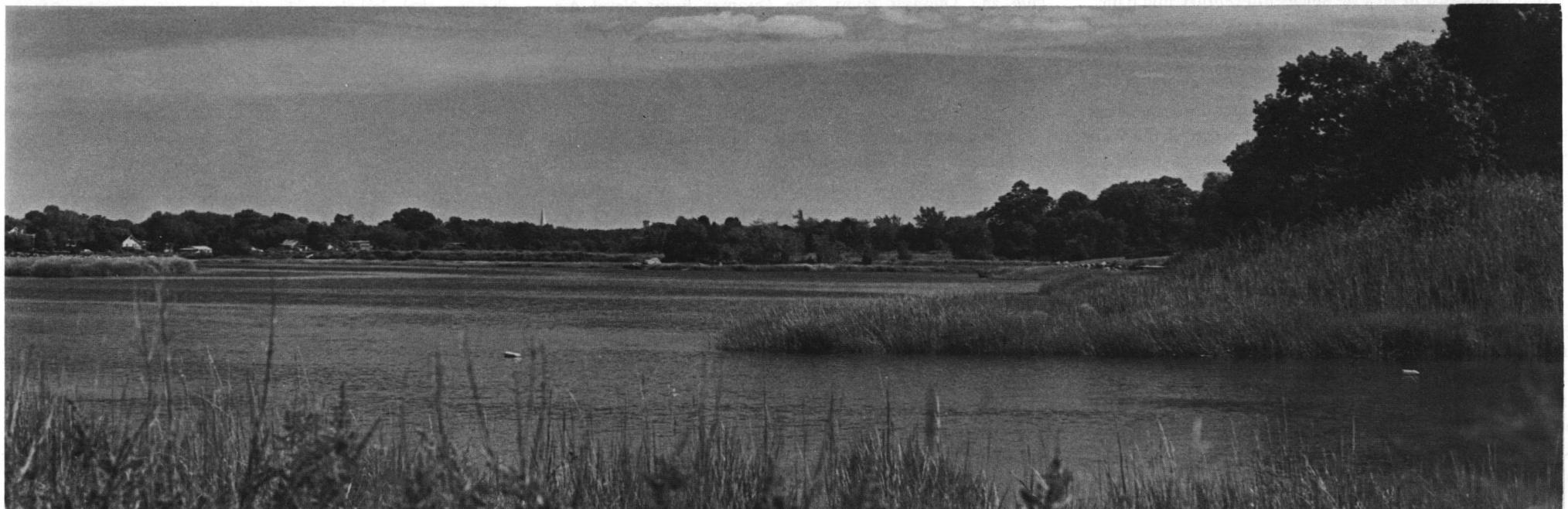


Fig. 3: Wickford Cove, looking south from Cocomscussooc.

#### IV. THE HISTORY OF NORTH KINGSTOWN

##### INDIANS

North Kingstown is a land of ancient settlement. The presence of man in North Kingstown probably stretches back 10,000 years before Roger Williams was granted land by Canonicus and Miantonomi in 1636. The Narragansett Indian inhabitants of North Kingstown who greeted the European colonists some three hundred years ago followed a way of life remarkably different from the earliest human inhabitants of North Kingstown. The archeological record is our only source of information about a time span of human activity and cultural adaptations that dwarfs our own brief historical residence by comparison.

The people of the Paleolithic period (8,500-7,000 B.C.) lived in an environment which would be unrecognizably harsh to us. At a time when the retreating glacier was still in northern New England, small bands of nomadic hunters had apparently followed the herds of mastodon and caribou into the bleak subarctic landscape of southeastern New England. Because Paleo-Indian populations were both small and mobile, little evidence remains. Only one site has been recorded for this period in Rhode Island—in Lincoln—at which the characteristic fluted projectile points were found. Except for the large spear points with long lateral flutes or grooves for attachment to the shaft, little other evidence of tools or domestic life has been discovered. Although no Paleo-Indian sites have yet been found in North Kingstown, it is likely that these small groups of game hunters stalked their exotic prey in the thinly wooded spruce and birch landscape (similar to northern Canada today) that was then the town.

With the gradual warming of the climate and disappearance or extinction of the herds of large game animals, human populations were forced to adapt to a changing environment. As a temperate environment returned, a wider variety of plants and animals was available.

The archeological record becomes richer and more informative, reflecting increasing human populations which utilized a wider selection of tools. A variety of different projectile points, some probably arrowheads, were fashioned of quartz, quartzite, or green shale. These were

used for hunting deer, birds, and small mammals. Scrapers and drills testify to the preparation of hides or materials for clothing and adornment. Ground-stone gouges and axes appear for the first time, indicating the importance of wooden objects, while grinding stones (or mortars and pestles) mark the appearance of seeds and nuts in the diet. Later, Archaic people also made bowls of steatite or soapstone for food storage.

There is considerable variety in Archaic period sites, since the people moved about to exploit seasonally abundant food sources. Two of the most commonly encountered Archaic sites are found on freshwater streams running into salt water or on salt-water inlets, where spring runs of herring or salmon could be harvested, and shellfish of various kinds gathered in abundance from tidal flats. A typical site of this period will have shell middens—dumps—for discarded shells and bones. North Kingstown Archaic sites are on Carr Pond, Mill Creek, Rome Point, Greene Point, and the headwaters of the Pettaquamscutt River. Other sites may be just off shore, in shallow water, covered by the rising sea level, which stabilized about 2,500 years ago.

The third group of peoples who roamed North Kingstown were those of the Woodland period, beginning about 500 B.C. and extending until European settlement. These people shared a cultural continuity with the people of the Archaic period, major changes appearing as additions were introduced from more advanced Indian cultures to the south, in the form of pottery and horticulture. The steatite or soapstone bowls of the late Archaic period are replaced by pottery made from local clays and tempered with grit or shell.

Horticulture—cultivation of maize, beans, and squash—supplemented a subsistence that still remained heavily dependent on wild plant and animal life. This new food source, however, led to the development of larger and more permanent villages along the coastal plain and fertile terraces inland along rivers. Examples of such sites have been found on Potowomut Neck, Greene Point, and the upper Pettaquamscutt River. Many other Woodland village sites have undoubtedly been destroyed during more recent times, since colonial farmers favored the same locations for their settlements. Woodland Indians also had seasonal

camps for spring fishing, summer shellfish harvesting, and winter hunting.

At the time of the first European visits to Rhode Island, these late Woodland Indians whom we now call the Narragansetts lived in large, semipermanent coastal villages surrounded by extensive fields which had been cleared for cultivation. A plague in 1616-1617 struck the coastal tribes of southeastern New England with great severity, depopulating villages and upsetting traditional tribal boundaries and alliances. Both the open fields and tribal instability were inviting for colonial settlement and eventual dominion. Fort Ninigret in Charlestown and Queens Fort in Exeter, very close to North Kingstown, represent examples of a new settlement pattern adopted by the surviving Narragansetts for purposes of trade and defense in the new era dominated by European colonization.

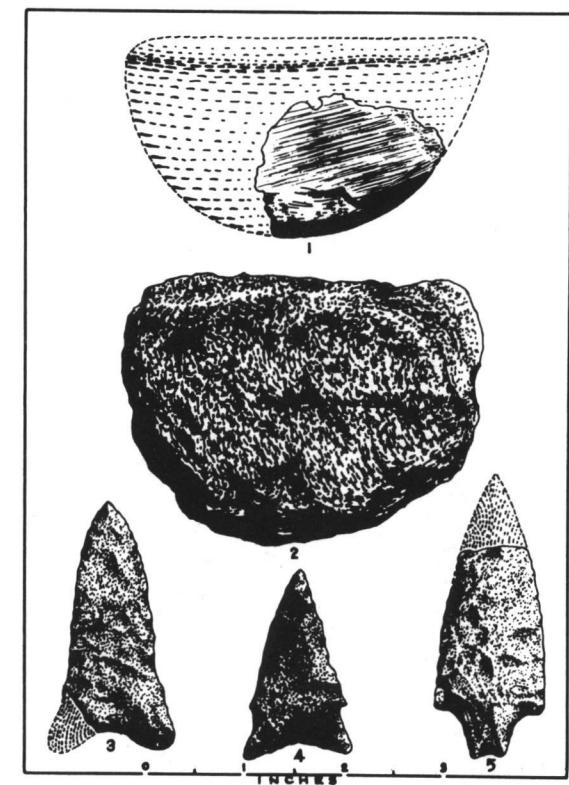


Fig. 4: Artifacts from the Greene Point Site Excavation (1953-1954); Narragansett Archeological Society. Drawings by William S. Fowler show: 1 and 2—ulu (a semi-lunar knife); 3 and 4—projectile points (Late Archaic period); 5—corner-removed projectile point (Middle Archaic period).

## EUROPEAN ARRIVALS

The first European interest in the Narragansett areas, after some preliminary exploration of the bay, was for the trade with the Indians. Dutch traders from New Amsterdam may have sailed into Wickford Harbor in the early seventeenth century. In 1637, a year after his arrival in Rhode Island, Roger Williams established a temporary trading post in the northern part of what was to be North Kingstown. He chose a location convenient to land and water transportation, close to Indian villages, and near the home of the friendly Indian chief Canonicus. In 1643, Williams built a permanent house and stayed in it for six years, farming, raising goats on Queen's Island, and trading with the Indians for fur and wampum. It was while living at "Cawcawquissick" that he wrote a treatise, *Experiments of Spiritual Life and Health*, published in London in 1652. Modern estimates as to the location of his house vary, but a granite marker in the Richard Smith Roadside Park on Post Road commemorates his presence. A seventeenth-century house near this marker, the Hall-Northup house



Fig. 5: Palmer-Northup House, now Hall-Northup House (1638?; c. 1676; enlarged, c. 1745); 7919 Post Road.

at 7919 Post Road, is so much like the type of Rhode Island house of the mid-seventeenth century—the one-room, one-and-a-half-story "stone-ender" built in Providence in the 1640s—that it may very well be Roger Williams' 1643 house.

Richard Smith, of Gloucestershire, England, and then of Taunton, Massachusetts, the first permanent settler in North Kingstown, acquired land north of today's Wickford from Canonicus and Miantonomi about 1639. Sometime after 1641 Smith built a fortified trading post but did not permanently occupy it until after 1651 when he left Taunton "for conscience's sake" and moved his family here. In 1651, he also bought Roger Williams' house, Williams needing the funds for a voyage to England to confirm the Providence Plantations charter. Cocomscussoc, or "Smith's Castle," his trading post (55 Richard Smith Drive), became the political, social, and religious capital of the developing Narragansett area, which included all of southwest Rhode Island. Roger Williams and William Blackstone both held religious services at Cocomscussoc, and the house was the headquarters for the various commissions which attempted to settle ongoing boundary disputes between the Connecticut and Rhode Island colonies. Travelers along the Pequot Path were given "free entertainment . . . it being the great road of the country." This tradition of hospitality continued through later centuries, so that Cocomscussoc eventually played host to the Marquis de Lafayette and Benjamin Franklin. The mid-seventeenth-century house was destroyed by Indians in 1676 during King Phillip's War but was rebuilt in 1678. Some of the 1678 building remains, protected by an eighteenth-century expansion. It faces toward Mill Cove on the Bay, very near the house that might have belonged to Roger Williams.

## JURISDICTIONAL PROBLEMS AND KING PHILLIP'S WAR

Colonial jurisdiction over the Narragansett Country was ambiguous throughout the seventeenth century and into the eighteenth. Rhode Island, Connecticut, and Massachusetts all claimed ownership. The Massachusetts claim to the Narragansett territory was strengthened by the Pettaquamscutt Purchase of 1658. The purchasers were a group of five men, four from Portsmouth and one from

Boston, who bought, as a lead-mining venture, a large tract of land in the southern part of the state which included most of the Boston Neck area, up to Bissell's Cove. The Massachusetts claim was extinguished by a royal commission in 1664, but the land divisions of this 1658 purchase, horizontal strips across Boston Neck, remained and set the land pattern, fixed by the beautiful stone walls, which characterizes this area today.

Another result of the Pettaquamscutt Purchase was a Rhode Island Colonial law forbidding anyone from buying land from the Indians without the consent of the colony. This made illegal the 1659 Atherton Company purchase of large tracts both north and south of Richard Smith's holdings. In 1663, the seven original Atherton associates, plus those who had in turn bought from them (mostly residents of the Quidnessett area) declared allegiance to Connecticut, which had long claimed that the charter for their colony gave the Narragansett Bay as its eastern border. Richard Smith had become closely associated with Connecticut, nurturing a friendship with its Governor, John Winthrop. "Wickford," a name which was first applied to the area around Smith's home in the 1660s, honored the birthplace in England of Governor Winthrop's wife, Elizabeth. As the name of the village which later developed south of Cocomscussoc, the name "Wickford," memorizes North Kingstown's early Connecticut adventure.

The problem of the Narragansett area's colonial allegiance was not fully resolved until 1728, leaving the region in its earliest period of development a governmental no-man's land assured of no colony's protection. Perhaps this tenuous situation attracted an adventurous land-hungry type of settler, rather than the religious refugee, and accounts for the Narragansett area's tendency towards large land holdings and conservative religious stance in the eighteenth century.

In spite of these jurisdictional problems, settlement in the Narragansett region expanded in the third quarter of the seventeenth century and mandated some political formalization. Kings Towne was founded in 1674 to include the present-day towns of North Kingstown, South Kingstown, Narragansett and Exeter. One further trauma, however, awaited the fledgling town before a clear path to development could be assured. In 1675, King Phillip's War,

an angry uprising of a misunderstood and greatly wronged native population, raged over southeast New England. The finale of Rhode Island's part in the tragedy was played out in the central Narragansett area, the present South Kingstown, in the Great Swamp Fight of December, 1675, where the Indians were defeated by the colonists. Cocom-sussoc served as headquarters for the colonial military operations, and it was to this house that the English armies returned, burying forty of their dead in a common grave on its grounds. The Indians, in retaliation for the devastation of their population in the Great Swamp Fight, reportedly burned all buildings of the European settlers, every structure south of Warwick. Thus, though settlement in North Kingstown dates from the 1640s, it has always been understood in modern times that no buildings from before 1676 remain.

## THE EIGHTEENTH CENTURY

### Colonial Population Growth and Territorial Expansion

Both before and after King Phillip's War it was the Quidnessett area that was most rapidly settled. Twenty-five purchasers, including the Quaker Reynolds and Gould families and the Baptist Wightman family, had settled here by the 1660s, and prospered in subsequent generations from their farms and from trade in grains and livestock with Newport. There may have been two sawmills and two gristmills in Quidnessett before 1678. Settlement in other parts of town is indicated by documentary evidence of later seventeenth-century milling at Hamilton, at the Gilbert Stuart Birthplace, and, by 1700, at Davisville.

Settlement increased in all parts of town in the last part of the seventeenth and early part of the eighteenth centuries. Growth was so marked that by 1722 it was deemed necessary to divide Kings Towne in two. North and South Kingstown were created, with the understanding that the former, which had the earliest settlement, was to be the older, 1674 town. A census of 1730 recorded 2,105 people in North Kingstown, almost double the number in a count of 1708. In 1729, Kings County,

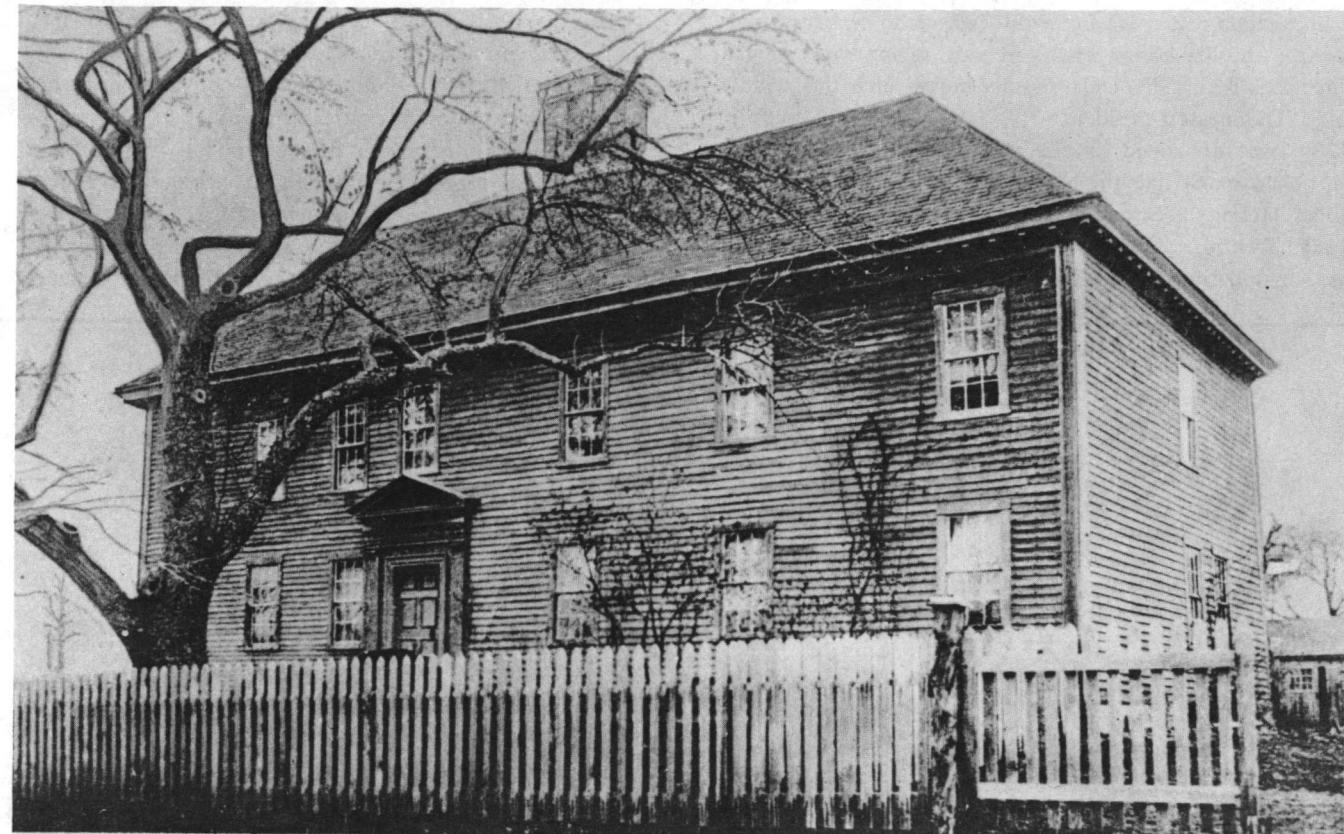


Fig. 6: Mowbra Castle (late 17th, early 18th and mid-18th century; demolished). This famous landmark with its great stone, pilastered, chimney and six foot high fireplace formerly stood near the site of the State Highway Garage at Belleville. After surviving into the 20th century, the house burned, following removal of much of the paneling.

later Washington County, was established to give the region easier access to courts.

Growth was aided by the creation of new roads. These allowed the transport of cattle and grains from the interior to the coast for shipment to Newport and to ports in the southern colonies, the West Indies, and South America. Ten Rod Road, a major route west through the present-day Exeter, which had been separated from North Kingstown in 1742, to Connecticut, was authorized in 1703. Ten rods is 165 feet; the road was made this wide so that cattle and sheep could graze as they were driven to port. Ten Rod Road provided a stimulus both for inland settlement and for the growth of Updike's Newtown, later called Wickford, which had been founded within a

few years of the creation of Ten Rod Road, close to the road's eastern terminus.

Early eighteenth-century settlement in inland North Kingstown can be documented by houses which survived into the twentieth century and by records of the people who left traces of their activities. Beriah Brown, born in Massachusetts in 1648, was living just west of the present Route 2, where it intersects Ten Rod Road, by 1709. When this property was purchased for the construction of indoor tennis courts in the late 1960s the old Brown house was dismantled and re-erected in Newport. It had a gambrel roof, which is an early-to-middle-eighteenth-century form, old chamfered beams re-used in the floor, and a fireplace with bolection molding separating it from beveled

wall paneling, a typically early eighteenth-century treatment. Another early settler in this region was Abigail Phoenix, Beriah Brown's mother-in-law and the widow of a Quidnessett resident. Her house, possibly built in 1709, was destroyed by fire in 1936. From the exterior it looked much like the house at 1341 Stony Lane. Alexander Huling, a carpenter who was born in Newport in 1665, lived just south of the Old Baptist Church, for which he donated the land in 1703. His house burned in 1906.

Further to the south, near the present Belleville Highway Department Garage, another early settler—a member of the Exeter, England, Phillips family—constructed in the late seventeenth or early eighteenth century a house with a great stone chimney with pilasters and a fireplace six feet high. This magnificent building, later known as Mowbra Castle, was expanded in the eighteenth century and survived into modern times when, after much of the paneling had been removed and sold out of state, the house became

derelict and was destroyed by fire. Another lost house, with a late seventeenth- or early eighteenth-century-type chamfered frame and a late eighteenth-century gambrel roof, stood where the present town landfill is now, on the Hamilton-Allenton Road, indicating early settlement there. Still standing is the Stephen Northup House at 99 Featherbed Lane. The chamfered frame, with an especially long summer beam, possibly of c. 1680, is visible inside the southern half of the house.

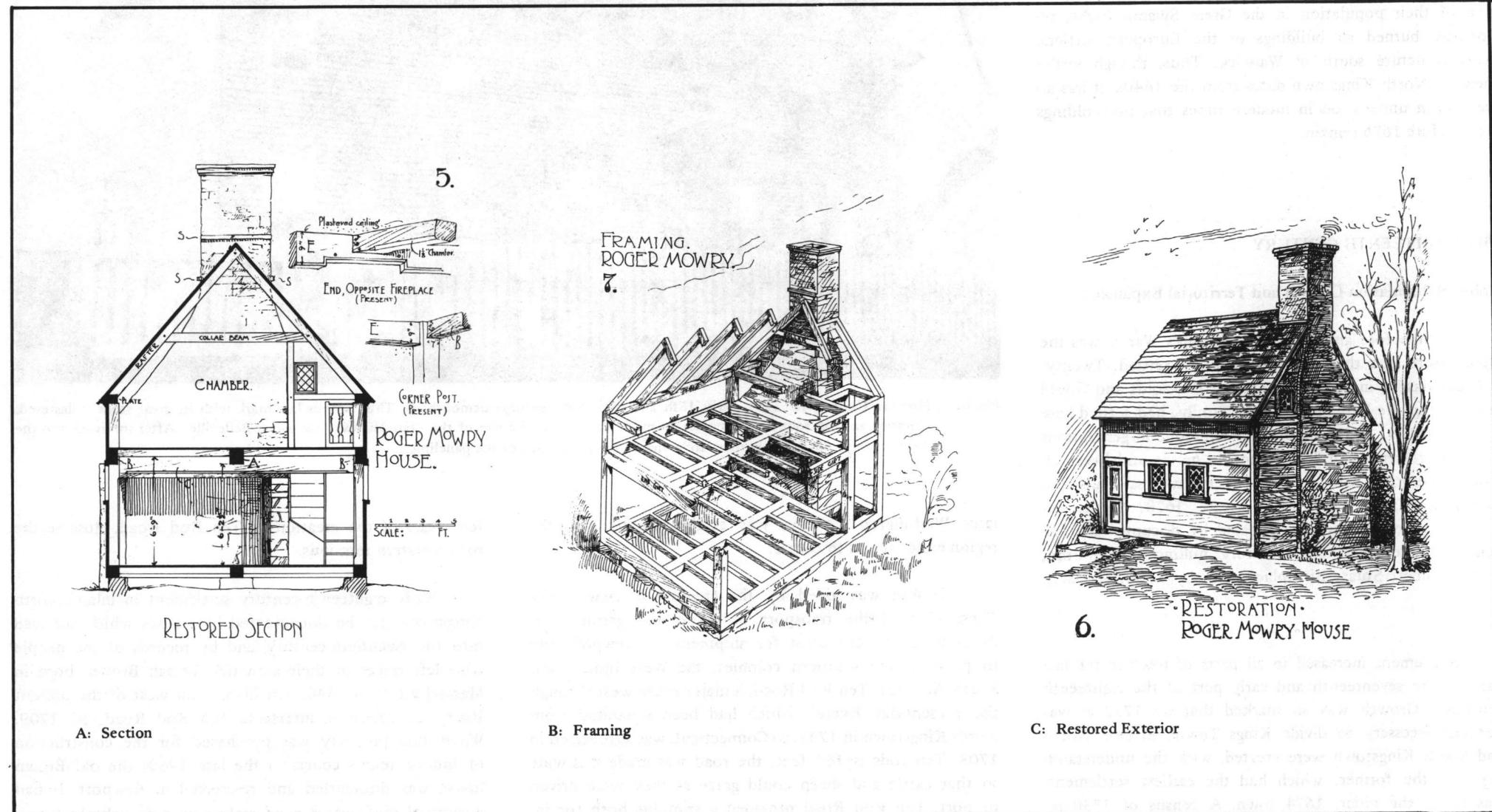


Fig. 7: Section (A), Framing (B), and Restored Exterior (C) of a Rhode Island "stone-ender" similar to North Kingstown's first dwellings built in the late 17th century; original drawings, 1890s, by Norman M. Isham.

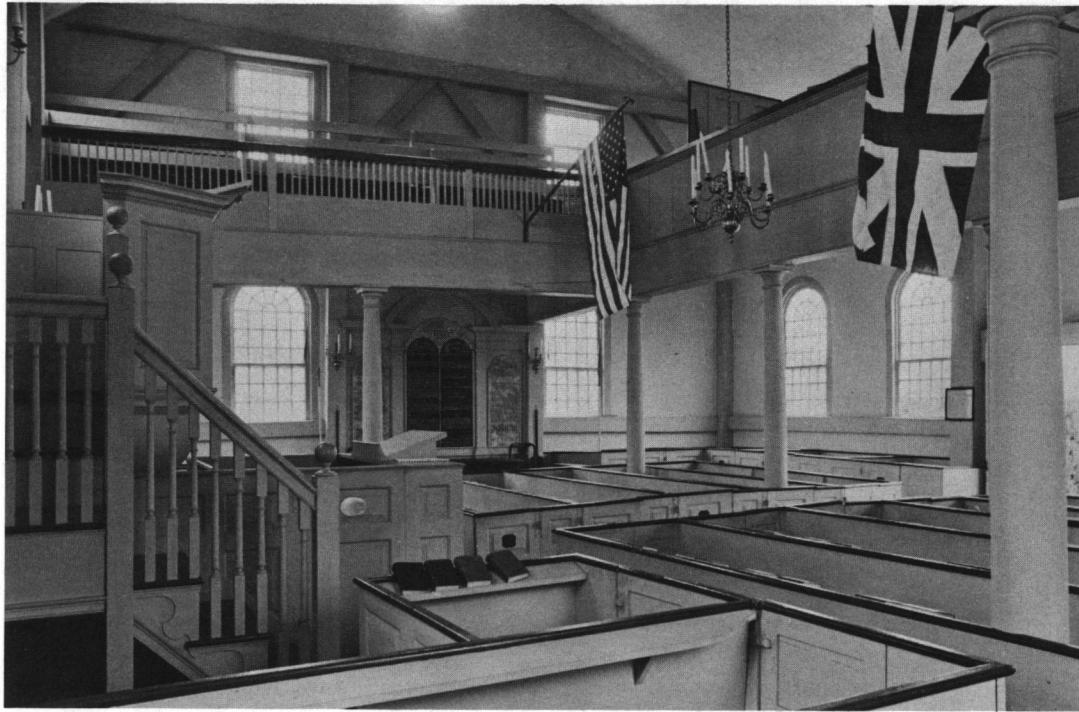


Fig. 8: Interior, Old Saint Paul's Church (1707; moved, 1800; restored, 1920s); 62 Church Lane, Wickford. An early example of classical design in the colonies. The galleries and pews were added after 1721.

#### Two Early Churches and—Almost—a College

The most precious monument of the early history of North Kingstown that remains today is Old Saint Paul's, the Episcopal church now standing in Wickford but originally constructed near the intersection of the present Sherman-town Road with the part of the Post Road now called Pendar Road. Known as The Platform, this site was perceived as the center of Narragansett life, the church having to serve all of southwest Rhode Island. Construction at this place was also in accord with an ambitious scheme to make a new principal route from Boston to Connecticut, which would bypass Providence by going from Newport to Jamestown to North Ferry, which was at the present Plum Beach.

Foundation of this congregation, the second of the Church of England in Rhode Island (the first was in Newport), may have been aided by Gabriel Bernon, who later was instrumental in the foundation of St. John's in Providence. Bernon was a French Huguenot who had fled to England to escape persecution and moved to the Nar-

gansett Country about 1698 from Providence. Perhaps his zeal and energy were important in assembling the eager group at Cocomscusso on August 23, 1702, for a service by Reverend G. Keith of the Society for the Propagation of the Gospel in Foreign Parts. In 1702, the Society decided that the London-financed minister would go to Narragansett, rather than Little Compton or Tiverton, which had also petitioned for a mission.

St. Paul's building, constructed in 1707 and thus older than the present Trinity Church in Newport, is essentially a New England meetinghouse, with entry and pulpit on the long sides and exposed interior framing. It was made visually memorable by its round-head windows and large scroll pediment over the entrance, the latter being one of the earliest examples of a classical architectural motif in New England colonial architecture. St. Paul's was the pulpit for thirty years (after 1721) of the Reverend Dr. James MacSparran, writer, teacher, physician, and minister, who made the mission and his home nearby the center of intellectual and social, as well as of religious, life of the Narragansett Country in the mid-eighteenth century.

There is probably one other very early North Kingstown church still standing. Sometime between 1703 and 1710, a congregation of Six Principle Baptists, descended from a group founded by Roger Williams in the mid-seventeenth century, built a meetinghouse on the land donated by Alexander Huling near the intersection of the present Stony Lane and Old Baptist Road. According to tradition, this second ancient church building was remodeled, not rebuilt, in 1842 and is still there, under the nineteenth-century finish of the present Old Baptist Church. The third important religious group present in North Kingstown during its early period, the Quakers, did not have a meetinghouse in town until the late eighteenth century. Mostly residents of Quidnessett, they attended meetings in East Greenwich.

About 1730, the great Irish theologian, Dean George Berkeley, who was later to become Bishop Berkeley, came west from England to found a college in Bermuda to train missionaries to the Indians. His ship went astray and he found himself living, for several years, at Whitehall, an estate he purchased in Middletown, Rhode Island. There he became active in Newport intellectual and religious life, and a friend of Dr. MacSparran. With Dr. MacSparran and Colonel Daniel Updike as guides, he explored the Narragansett area and revived his plan to found his college either on Hammond Hill or on Barber's Heights, in North Kingstown. As it turned out, no money was voted for this purpose by Parliament, and North Kingstown did not get a college.



Fig. 9: Old Baptist Meeting House (c. 1703-1710; remodeled, 1842); 85 Old Baptist Road. The detailing is in the Greek Revival style of the mid-19th century.

## A Plantation Society

The Narragansett area had many favorable conditions for development—good soil, a climate tempered by open water, large landholdings, and a location along the bay which permitted relatively easy transportation. These conditions, combined with the liberal use of slave labor, brought into being a class of farmers known as the Narragansett Planters. In contrast to inland farmers, who worked closer to subsistence level, the Narragansett Planters were stock and dairy men and also traders and shipowners. Vast fields of grass and corn nurtured cattle, sheep, and hogs—which yielded commercial products in the form of pork, butter, cheese, and wool—as well as a special breed of riding or saddle horse, the Narragansett Pacer, which was much in demand in the southern colonies and in the West Indies. The Planters created a society unique in New England, a slave-owning plantation system with a high degree of wealth and education concentrated in the plantation owner's family, frequent though not necessary identification with the Church of England, and a particular penchant for the law. Most of the great plantations of Rhode Island were in South Kingstown or Narragansett, but one at least, Cocomscussoc, emerged in North Kingstown and a few of the other large and smaller farms of the mid-eighteenth century shared at least some of the planter-society characteristics.

Cocomscussoc (55 Richard Smith Drive) emerged as

an important plantation at an early date. The Cheshire cheese made from a recipe brought from England by Anne, Richard Smith's wife, became an export commodity for the farm and spread to become an important product of the region. Cocomscussoc's cattle produced not only milk for the famous cheese, but fresh and salted meat, butter, and hides. There were also sheep for wool, corn grown on the same fields where Indians had grown it, and apple orchards which produced cider in quantity for barter. Exact records of the crops of Cocomscussoc in the mid-eighteenth century do not survive, but an account book for 1801 mentions many acres in English hay and clover (for the livestock) and smaller acreage of rye, wheat, flax, potatoes, and turnips. Under its eighteenth-century owners, the Updikes, who were descended from Richard Smith's son-in-law, the plantation became closely associated with St. Paul's and the dynamic leadership of the remarkable Reverend Dr. James MacSparran.

Daniel Updike was a prominent lawyer in Newport, where he served for twenty-four years as Attorney General of Rhode Island and was a leader of intellectual and cultural institutions as well. It was Daniel Updike who, about 1740, enlarged the house at Cocomscussoc from its seventeenth-century form, with a single room to each side of the central chimney stack (a plan type associated with Massachusetts, as opposed to the one-room stone-end Rhode Island type), to the mansion that it is today.



Fig. 11: Silas Casey Farm (1725-1760 et seq.); Boston Neck Road. This historic farm museum given to SPNEA in 1940 by Edward Pearce Casey is open to the public.

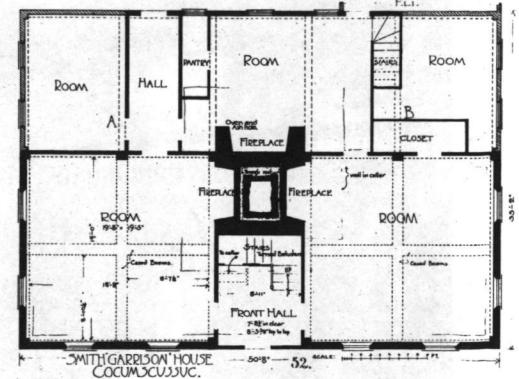


Fig. 10: Floor plan, Cocomscussoc or Smith's Castle (c. 1640; burned and rebuilt, 1678; enlarged, 1750s; restored, 1950s); 55 Richard Smith Drive; drawing by Norman Isham.

Daniel Updike's dual life at Newport and at his farm in North Kingstown is suggestive of another dimension of eighteenth-century history of the town, as a country seat for wealthy Newport merchants. By the eighteenth century, several well-to-do members of the colony's most important center owned large country residences in Portsmouth, Middletown, or the Narragansett Country. Henry Collins, once characterized as "the Lorenzo de Medici of Newport" for his leadership in the worlds of art and public affairs, owned 700 acres south of Bissell's Cove on Boston Neck. There he had a luxurious home approached by a stately avenue of buttonwood trees and surrounded by rare plants. Collins lost his country villa in a foreclosure to George Rome, who in turn lost it, but eight years later, when it was confiscated during the Revolution. Tales of Rome's country house parties survive, even though the house is long gone. His name is still given to a point of land which was part of the property.

Fortunately, another country villa, built on Boston Neck some time between 1725 and 1760 by Newport Quaker merchant Daniel Coggeshall, survives. The property descended by inheritance to an East Greenwich merchant, Silas Casey, and, as Casey Farm, with outbuildings, open fields, woods, stone walls, and an assortment of domestic animals, it is now a farm museum. Casey Farm commemorates the agricultural prosperity of eighteenth-century North Kingstown and, with its gable-on-hip roof, a form common in Newport after 1720, the house is a reminder of North Kingstown's ties with the aristocratic Newport merchant class.

Still other houses, and even farms, scattered about North Kingstown, stand today as precious survivors of the vigorous middle eighteenth century. The George Wightman House near Harrison Street in Quidnessett, built by a descendant of a prosperous mid-seventeenth-century settler, retains much eighteenth-century paneling and stands on land which was farmed in the seventeenth century and which, miraculously, is still farmed today. The Joseph Peirce House at 933 Gilbert Stuart Road and the house at 297 Pendar Road, which probably belonged to Ezekiel Gardner, a leading citizen of eighteenth-century North Kingstown, are fine examples, relatively unchanged, of eighteenth-century, gambrel-roofed farmhouses. The diary of Dr. MacSparran, who lived in a similar house, The Glebe, which once stood just across the South Kingstown line, gives some indication of what such smaller farms must have been like. Dr. MacSparran owned eighty acres, four to six slaves, and raised hay, corn, several varieties of apples, rye, beans, onions, pumpkins, potatoes, turnips, and hemp. He also had a small family dairy herd and a few sheep. The best known example of such a gambrel-roofed house is the snuff mill erected in 1751 by Dr. James Moffatt as a home and workplace for a Scottish miller. This building has been restored as a museum dedicated to the miller's son, born there in 1755, the illustrious painter Gilbert Stuart.

Not all farmhouses of this period had gambrel roofs, however. The one-and-a-half-story, gable-roofed Rathbun House on Hatchery Road has fireplace paneling very much like that at Casey Farm, suggesting a mid-eighteenth-century date. The two-story George Douglas House (c. 1738) at Tower Hill Road, though heavily restored, is still another survivor of this age. The Mary Arnold House at 1341 Stony Lane dates from the mid-eighteenth century and has not been restored or modernized, leaving intact its early interior work.

Extensions of older houses made in the mid-eighteenth century, extensions which made the primitive early houses viable in more affluent times and thus preserved them for posterity, also abound. The most important is that at the Hall-Northup House on Post Road (the house which may be associated with Roger Williams). The Stephen Northup House at 99 Featherbed Lane is another house in which



Fig. 12: Joseph Peirce House (largely 18th century with possible 17th-century parts and 19th- and 20th-century additions); 933 Gilbert Stuart Road.

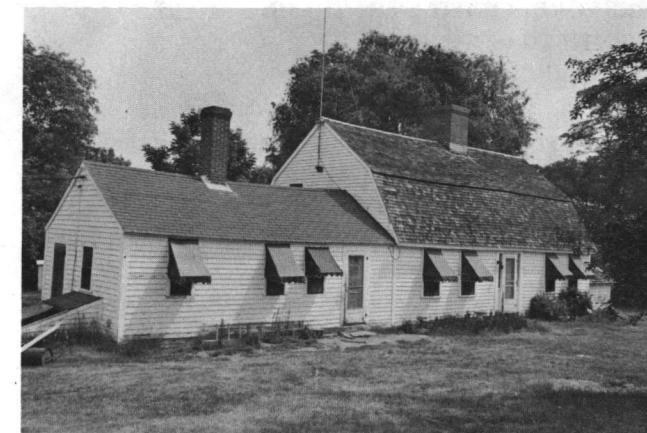


Fig. 13: Ezekiel Gardner House (c. 1730-1740?); 297 Pendar Road.



Fig. 14: Interior, Hall-Northup House (1638?; c. 1676; enlarged, c. 1745); shows typical 18th-century paneling; 7919 Post Road.



Fig. 15: Stephen Northup House (late 17th or early 18th century with mid-18th- and 19th-century additions); 99 Featherbed Lane.

the seventeenth-century core has been preserved by an eighteenth-century addition.

Sometime between the 1760s and the Revolutionary War, the prosperity which had created the affluent planter society declined. Markets in the East Indies for South County products were cut off by the war, and slavery, which had probably already been on the decline, was abol-

ished. While it is probable that the limits of agricultural expansion had already been reached by the mid-eighteenth century, certainly by the end of the Revolution the era of the Narragansett Planters was over. Their large landholdings were gradually broken up into smaller farms. These continued as farms, at a less remarkable scale of prosperity, throughout the nineteenth and into the twentieth century.

## WICKFORD: EIGHTEENTH THROUGH EARLY TWENTIETH CENTURIES

Sometime around 1700, one would suppose in close conjunction with the creation of Ten Rod Road, Lodowick Updike, grandson of Richard Smith and heir to Cocomscusso, laid out a wide road from the "Country Rhode" (the Pequot Trail-Post Road) "to the salt water" for the purpose of creating a new port town which he intended to call Wickford, but which was more often known, in the early eighteenth century, as Updike's Newtown. By 1709, Updike had platted and was selling lots along what is now Pleasant Street, then The Maine Street and along the modern Main Street, or what was then called Grand Highway. The formal shape of the town, with a lead-in road to the sea crossing a principal road which is parallel to the water and provides access to wharfage, may reflect another peninsula, almost insular, town, Boston. A plan of Boston hung on a wall at Cocomscusso in the seventeenth century.

Wickford grew slowly during the early eighteenth century. There were two houses built about 1711, and another, in 1735, Old Yellow, which still stands at 6 Bay Street. Lodowick Updike, in his will of 1737, left the rest of the peninsula between the north and south coves to his five daughters, who in turn platted it further, adding the lanes south of Main Street and the beginning of Fowler Street. By the time of the Revolution there had been a long history of speculation in unbuilt lots in the new village, but probably only about twenty standing houses. Fifteen pre-Revolutionary houses and inns remain, in whole or in part, along Main Street and on adjacent lanes today. These include the unusually large John Updike House of 1745, with its gable-on-hip roof (19 Pleasant Street), and the 1770 Potter House (61 Main Street), which is typical of the five-bay, central-entrance, central-chimney houses built in Wickford in profusion after 1776. Also standing, at 68, 71, and 126 Main Street, are some of the many inns and taverns of the eighteenth century where townsmen met for business and pleasure and mustered for service during the Revolution. The houses of Wickford—so many of them typical two-and-a-half-story, center-chimney types—clearly defined by the time of the war the Grand Highway (now Main Street). A space of memorable breadth and grandeur, it is one of the most interesting, beautiful, and intact historic streets in Rhode Island.

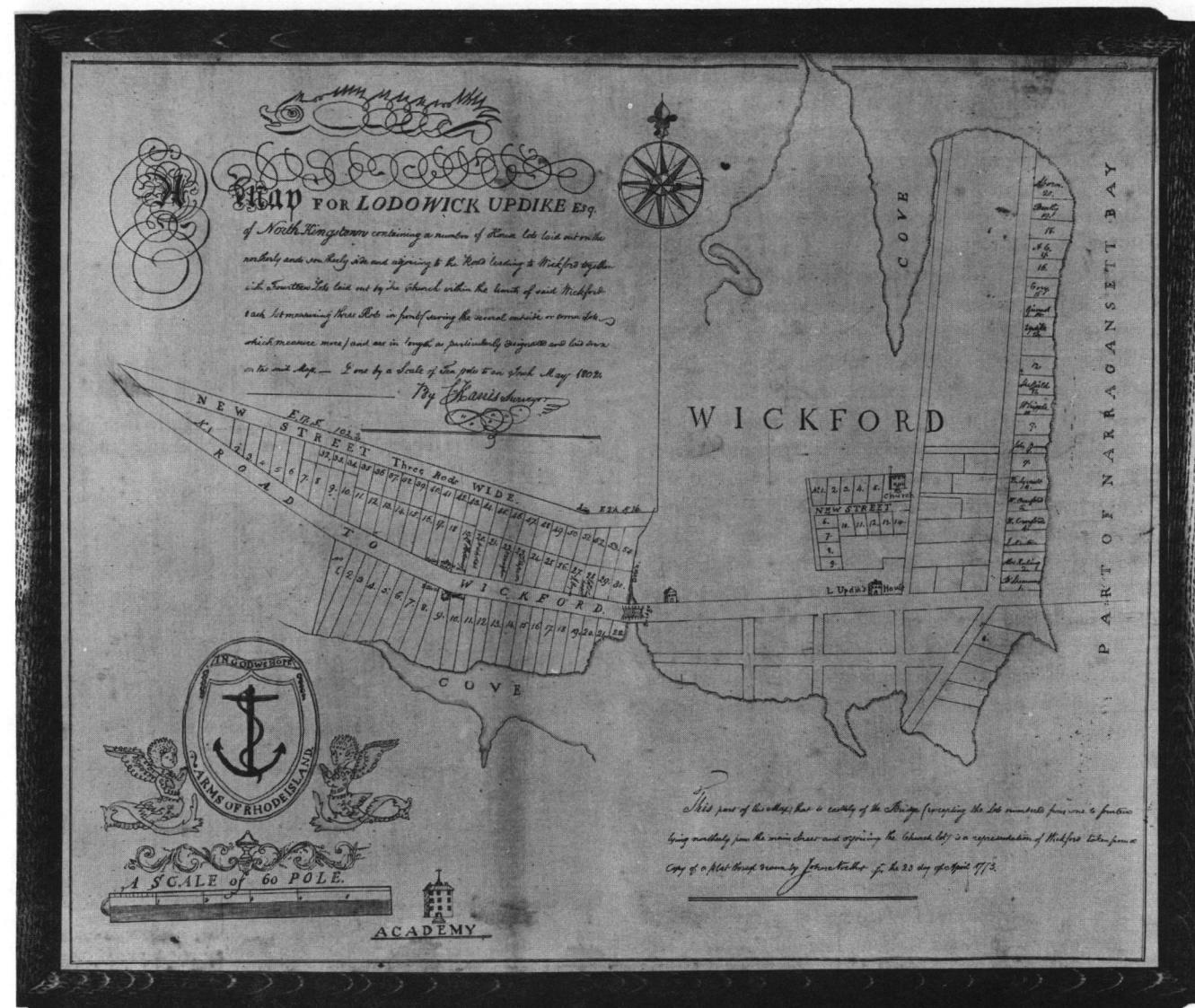


Fig. 16: "Map for Lodowick Updike, Esq.", by Caleb Harris (May, 1802). The original map in the North Kingstown Free Library shows "fourteen lots laid out by the church within the limits of said Wickford each lot measuring three rods in front (saving the several outside or corner lots which measure more) and are in length as particularly designated and laid down on the said map. Done by a scale of ten poles to an inch."

The immediate post-Revolutionary period was slow in Wickford as well as in the rest of the state, but by the 1790s, with the resumption of coastal and West Indian trading and fishing, Wickford entered a period of vibrant growth as a busy port, building and maintaining the boats that brought agricultural products from the Narragansett

regions to other ports. Dozens of boats, mostly small sloops but also two- and three-masted schooners and one important ship, the *Union*, were constructed in North Kingstown during the first two decades of the new century. Merchants, mariners, and even farmers invested in these boats, sometimes trading ownership so frequently that

Main Street and its ancillary shops and public houses must have, at times, seemed like a stock exchange. Shipwrights Charles Marbel, John and James McKenzie, Sherman Bates, Benjamin Waterhouse, and Henry Vaughan fashioned the boats that brought Wickford her new prosperity. Housewrights Benjamin Reynolds, David Holloway, Samuel Carr Fowler, Isaac D. Vaughan, and again, Henry Vaughan, anchored that prosperity into more lasting form: the fine two-and-a-half-story houses with their central chimneys and classic doorways that line Main Street today. One especially rich dwelling, the Case-Gardiner House at 41 Main Street, unique in Wickford for its central hallway and two interior chimneys, has an elaborate staircase with turned balusters and highly decorated overmantels typical of the sort of woodwork in the better houses of Newport of the 1740s. The Case-Gardiner House, however, was similar to several grand houses built in Providence at the same time.

Expansion of the village and its activities is indicated as well by building for specialized cultural, economic, religious, and governmental institutions. Church meetings had previously been held far from town—at Stony Lane Baptist Church, at The Platform, and probably at Cocomscussoc. A Quaker meetinghouse was raised in Wickford in 1797 and a house of worship for Baptists in 1816. Symbolic of a postwar shift of wealth and population from the outlying rural areas to Wickford was the decision of 1800 to move the venerable St. Paul's, then ninety-three years old, from its site at The Platform into the village where it was placed on a lot which had been designated for a church by 1734. In 1800 an institution of statewide significance, the Washington Academy, was founded, on the site of the present Wickford Elementary School, to train young men for teaching. Washington Academy was created by leaders of Newport and Providence as well as of North Kingstown as a non-denominational liberal-arts school. Its first president, Samuel Elam, a well-known Newport and New York merchant, lived near the hamlet of Annaquabucket for several years. He had hoped the academy would be named for him, but left his name instead on the street in a newly developing area of town adjacent to the school called Elamsville.

New institutions indicating the increasing importance of Wickford include a Masonic Lodge, founded in 1798 (its building, at 44 Main Street, dating from 1828), and a post



Fig. 17: Main Street, Wickford.

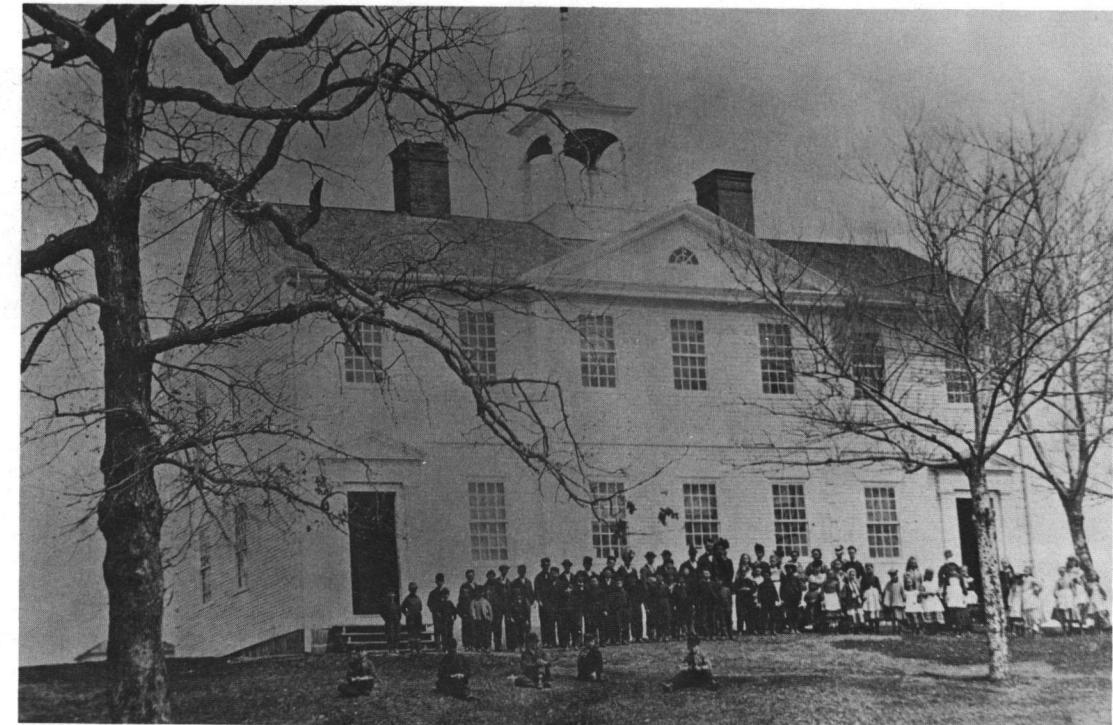


Fig. 18: Washington Academy (1800; burned 1874); today the present Wickford Elementary School, erected in 1907, stands on the Phillips Street site of this fine example of an institutional building in the Federal style.

office, founded in 1799. In 1807, North Kingstown constructed its first municipal building, the Town House, which stands today at 136 West Main Street, then the growing Quality Hill section of town. Town meetings before then had been held in inns and taverns and in private homes. In 1808, Wickford became a Port of Entry under the Newport Customs District, and by 1819 there were fifteen to twenty vessels engaged in the coastal trade and six to ten boats which fished the Nantucket shoals and the Grand Banks of Nova Scotia. The first financial institution in this part of the state, the Narragansett Bank, was chartered in 1805 by Benjamin Fowler and associates, and placed in part of his house (99 Main Street). A second bank, the North Kingstown Bank, was begun in 1819 in the brick building at 24 Main Street. In 1819 there were ninety houses and thirty stores in the busy community, which had by then grown into Church and Fowler streets, laid out by the Updike Plat of 1800, and into the Brown Street area, defined by the Boone plat of 1795, as well as onto Quality Hill. The town also boasted two distilleries, a goldsmith, and a silversmith in 1819.

Wickford's boom period ended, in the view of later nineteenth-century historians, when the major Providence traders Brown and Ives were dissuaded from investing in the port by the high price of wharfage set by ambitious landowners. Further decline in the growth rate was assured when the village was bypassed by the Providence and Stonington Railroad in the 1830s.

But while the economic changes of the second and third decades of the century meant an end to expansion, the village continued a vital economic existence all through the nineteenth century as a secondary port and as the commercial capital of a town whose prosperity was now becoming dependent upon the developing textile mill villages in the hinterlands. Wickford even contributed a variety of remarkable manufacturing enterprises of her own to this newer economic base. Jeremiah G. Chadsey ran a hand-loom weaving operation from 1812 to 1842 which was said to employ 600 families in six western Rhode Island towns. Webs were dispensed from his variety store and weavers returned the cloth to the store and were paid in goods. Daniel Hammond made carpet bags at Wickford from 1855 to 1875. James Eldred manufactured jewelry from 1840 to 1860, employing sixty or seventy hands

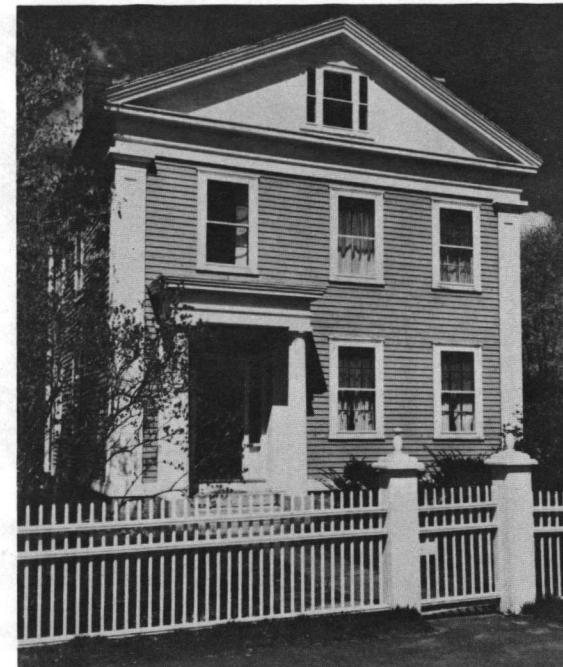


Fig. 19: Second Jabez Bullock House (c. 1839); 30 Brown Street; a beautiful example of a Greek Revival house.

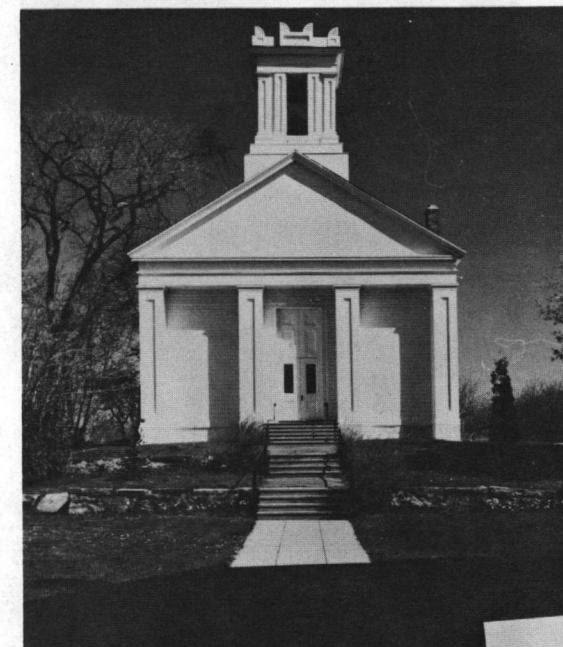


Fig. 20: Wickford Baptist Church (1816 and 1835); 34-40 Main Street.

at peak times. General Walter B. Chapin's bobbin mill, which was later taken over by S. H. Vaughan and still later by Governor William Gregory, was built in the 1860s and was another source of wealth until it closed in 1910. It stands today at the south end of Brown Street and is used for both commercial and residential purposes. No longer in evidence is the noxious fish-pressing establishment on Cornelius Island run by a Fall River company from 1865 to 1873, when citizen objection drove it out.

This continued nineteenth-century prosperity in Wickford took place within the existing fabric of the Colonial and Federal town, but also left later buildings in nineteenth-century styles as evidence. Many citizens updated their now old-fashioned Federal houses by making new doorways in the more severely classical style of the Greek Revival, with wide-board lintels, paneled pilasters, sidelights enclosing the door, and often fretwork decoration. Several fine Greek Revival houses, such as the Congdon House (115 West Main Street) or the second Jabez Bullock House (30 Brown Street), were constructed in the 1840s. Slightly earlier, in 1835, the existing Baptist Church, on Main Street, had been given a new facade and belfry in the Greek Revival style. In 1847, a new, larger church for the congregation of St. Paul's was built in an advanced Early Victorian style by Thomas Tefft, a Providence architect of national significance. A new steeple was added to the new St. Paul's in 1871. The same year, Narragansett Bank constructed an especially attractive masonry building (13 West Main Street). The many robust later Victorian houses—with heavily molded bracketed doorhoods, delicate vergeboards, scrollwork verandas, and mansard roofs—carry on the village's tradition of fine domestic building throughout the century. Almost urban grandeur was achieved both in the new town hall of 1888—located in the “suburbs” which had just been opened for development by the completion of the iron bridge to Boston Neck—and in the impressive masonry Gregory Block (1891) built in the heart of the village. Wickford is justly famed for its Colonial and Federal architecture, but it is well served by later building eras as well.

The early twentieth century in Wickford was a period of somewhat greater economic stagnation, but one beloved by a new kind of resident, the summer visitor, who came by carriage, train, trolley, and finally auto, to a sleepy

backwater with quaint ways, a lazy interlace of water, land, ancient houses, and memorable characters living within. Wickford's history as a summer resort may have been stimulated in part by the post-1870 Wickford Branch Railroad and the steamer from the railroad terminus at the end of Steamboat Avenue to Newport. Thomas C. Peirce's hotel, the Cold Spring House, built in 1881 and expanded to seventy-five rooms within a few years, became a favorite resort of St. Louis families. Some of the new visitors built summer homes, but many more occupied old Colonial and Federal houses built by their own or other people's ancestors. The Federal-style Jabez Bullock House of 1825 (56 Main Street), which was much expanded and remodeled in the late nineteenth century for the prosperous Wickford merchant A. M. Thomas, was restored, perhaps close to its original form, for a Singer Sewing Machine heir from New York, R. G. Clarke, in 1926. The 1745 house built for John Updike on Pleasant Street was refurbished for Alonzo T. Cross of Providence, inventor of the Cross pen and pencil. Norman M. Isham, an authority on early New England architecture and another Wickford summer resident, was the architect of both restorations.

These new summer residents, who came to Wickford for its historical ambience and its natural beauty, created the climate of opinion that led to the formation in 1932 of a civic improvement group, the Main Street Association. This group arranged for paved sidewalks with labor supplied by the local Committee for Unemployment Relief, planted trees, began the program of historical markers for houses, and worked for the first zoning ordinance for Wickford. The Main Street Association published in 1937 *Wickford and Its Old Houses* by Colonel Hunter C. White. This book is the scholarly basis of Rhode Island's second historic district zone, the Wickford Historic District of 1959. The economic recession of the early decades of the twentieth century, combined with these later conservation efforts, had led to the preservation in North Kingstown of a Colonial coastal village which is of importance to all of New England. Wickford's singular beauty lies not only in the quantity of fine old buildings, but also in the juxtaposition of these old buildings to water's edge, inlet, cove, and harbor, without the interruption of late nineteenth- and twentieth-century structures of industry and commerce. Most other coastal villages in New England were not so fortunate.



Fig. 21: Narragansett Bank, now the *Standard-Times* building (1871); and, to the right, part of the Avis Block (1851); 13 West Main Street; postcard, c. 1920s.

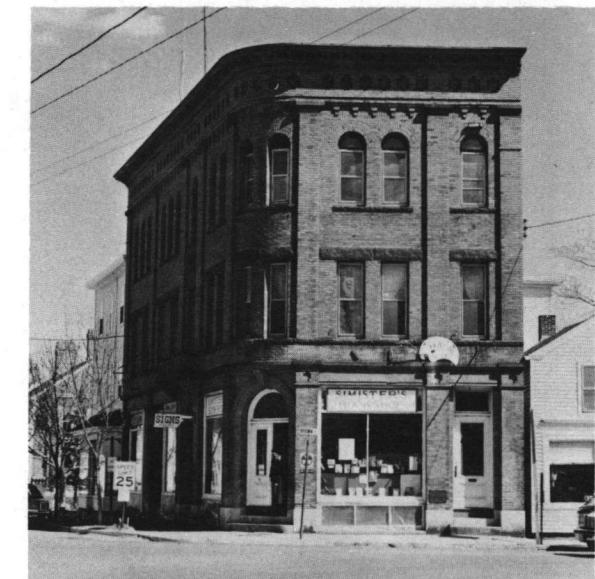


Fig. 22: Gregory Block (1891); 1 Main Street; F. J. Sawtelle, architect; Isaac Hall, builder. A Late Victorian commercial structure, built for William Gregory, later governor of Rhode Island. The post office occupied the first floor from 1893 to 1943, and Wickford's first high school classes met upstairs.

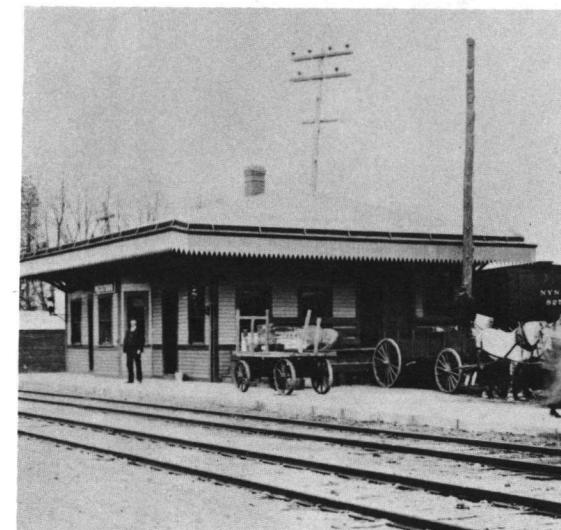


Fig. 23: Wickford Railroad Station (c. 1870; demolished, c. 1941); postcard view, 1870s.



Fig. 24: Cold Spring House (1881 et seq.; demolished, 1960s); Wickford, postcard view, c. 1920.

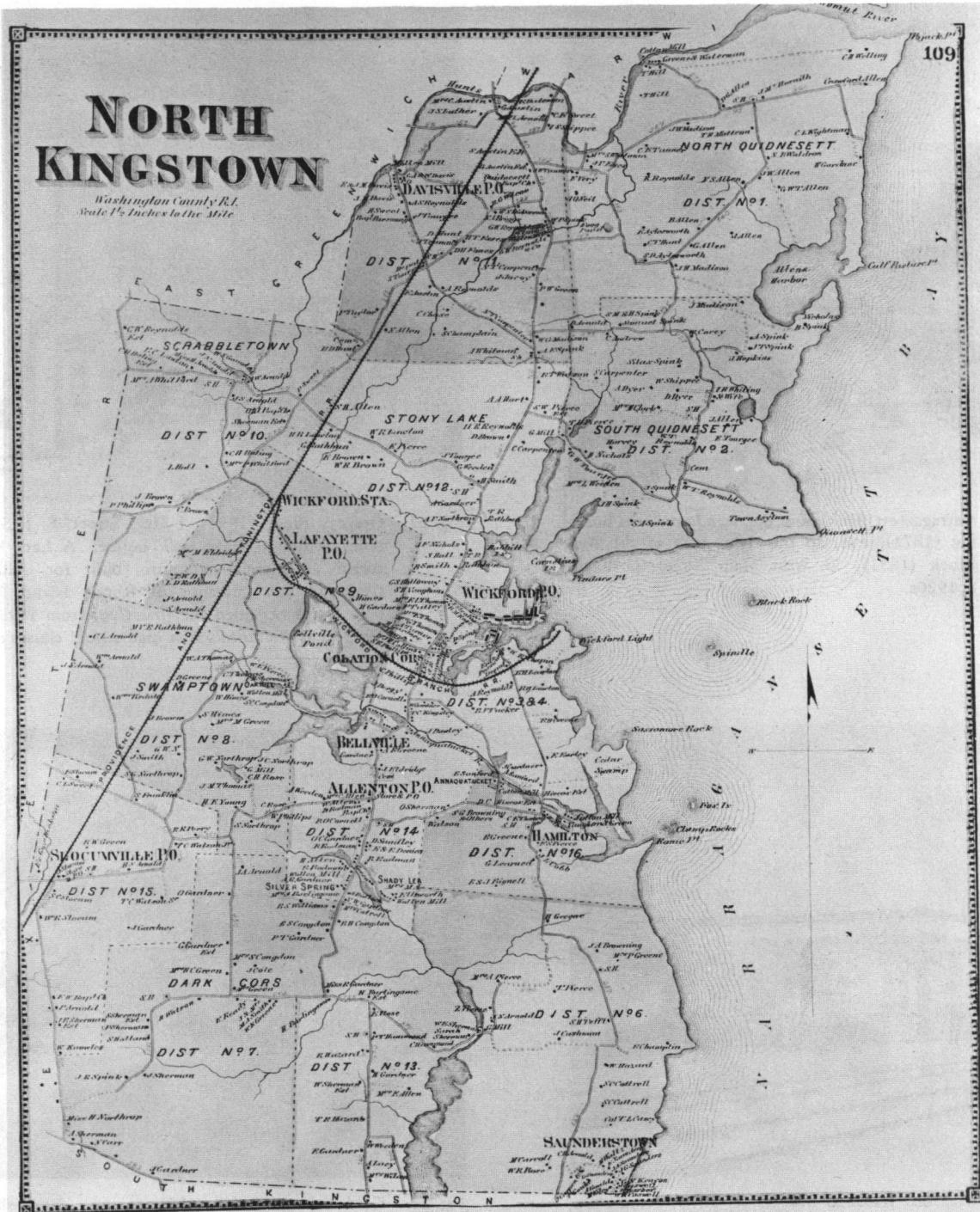


Fig. 25: Map of North Kingstown showing the mill villages; from the D. G. Beers & Co. *Atlas of the State of Rhode Island and Providence Plantations*; 1870.

## THE MILL VILLAGES

In 1790, Samuel Slater brought from England to New York the secrets for mechanized cotton-textile manufacturing and with them the possibility of the factory system. Slater, wooed to Rhode Island by the Brown family in Providence, created at Pawtucket the young nation's first textile mill. Knowledge of Slater's factory processes spread quickly, and soon water-powered textile production was in evidence throughout New England. In North Kingstown there was probably a small cotton factory by 1800 on the Shewatuck, a tributary of the Annaquaticet. (The building was later used by the Lafayette mills.)

Close on the heels of the development of the cotton textile industry came the manufacture of woolen textiles. Woolen manufacture in Rhode Island began as, and remained, a specialty of the North Kingstown and South Kingstown region. Rowland Hazard, in Peace Dale, South Kingstown, pioneered the Rhode Island woolen industry. The North Kingstown firm of E. and J. Davis, operating woolen looms on Hunts River in the second decade of the nineteenth century, was another, smaller early Rhode Island venture in this direction.

Throughout the nineteenth century both cotton and woolen mills were established along the three principal waterways of the town, sometimes on the sites of previous sawmills, gristmills, or fulling mills, and usually generating about themselves villages to house the workers. By 1832, North Kingstown had six woolen mills, employing altogether eighty workers, and three cotton mills which employed one hundred thirty-three workers. By 1870, there were eight woolen and four cotton mills, employing five or six hundred workers, most of them in the woolen trade. The older agricultural and fishing activities of the town's economy remained, but the value of North Kingstown's manufactured products was more than four times that of farm, forest, and fishing products, according to the 1875 Rhode Island census.

The opportunity to work in the mills attracted new workers to North Kingstown from other parts of the state, from other states in the union, and from other countries. In 1875, out of a total town population of 3,505, 333 were

foreign born. Of these 333 foreigners, 143 were Irish, 85 English, 21 Scottish or Welsh, and 71 Canadian. The predominately northern European origins of the new manufacturing peoples allowed them to be absorbed into the "Yankee" town with little change of its character or institutions, other than the introduction of a Catholic church.

Today whole communities (one, Hamilton, still engaged in textile manufacture) or tantalizing fragments of these milling villages remain. They are attractive (recognized, photographed, and studied by architects and historians from various parts of the nation since the 1930s) and a testament to a particularly tight community form now rare in the nation. Because of their active economic life deep into the twentieth century, they are well preserved. These milling hamlets, as much as Wickford, are a part of North Kingstown's heritage and are of importance to the state and to the nation as a whole. Separate discussions of eleven of these villages follow.

#### Annaquaticket

The mill at Annaquaticket is gone, yet a dilapidated but still attractive stone building, once a waste house, remains on that part of Featherbed Lane which forms the top of the dam of the Annaquaticket Pond. Cotton manufacturing on this site was begun by Captain Esbon Sanford, Jr., in 1832, and his red and blue flannel and Kentucky jeans were made until 1858, when the mills were leased to Syria H. Vaughn. The 1832 mill burned in 1875 and a new, one-story frame replacement, forty by one hundred feet,



Fig. 26: Captain Esbon Sanford House (c. 1832); 88 Featherbed Lane. The farm exemplifies the transition from the Federal to the Greek Revival in rural building.



Fig. 27: Belleville Mill and Pond (1861; demolished, 1950); at the far right is the former Belleville School (c. 1840s); used in the 19th century as the office of the Belleville Mill; postcard view, c. 1930.

was promptly built. It lasted into the twentieth century. Hamilton Web Company purchased the property before 1878 and still owns it.

Several attractive small houses also remain in the area. There is a particularly fine Federal-Greek Revival cottage (88 Featherbed Lane) with interesting paneled corners and an elegant doorway which was probably built by Captain Sanford in 1832 when he founded the mill. The most important building in Annaquaticket is the Stephen Northup House (99 Featherbed Lane), a late seventeenth-century house, with exposed framing, which was expanded to the north in the eighteenth century. This house acquired a double kitchen ell to the rear in the nineteenth century when it was divided to serve as duplex mill housing. This may be one of the town's oldest buildings and is beautifully preserved among the remains of the later industrial hamlet.

#### Belleville

Belleville, on Oak Hill Road at the Belleville Pond and Secret Lake, was once one of North Kingstown's more sub-

stantial mill villages, employing ninety workers in 1889. Like Annaquaticket, its history also dates from very early in the nineteenth century when there were gristmills and sawmills at the juncture of the two great ponds on the Annaquaticket River. Some early cottages and fragments of one substantial house survive in Belleville today.

Cotton was manufactured at this site well before 1830, when the Pawtuxet manufacturers Christopher and William Rhodes purchased the existing mills and named the little community Belleville, an apt description of the beauty of the site. The early mills burned in 1856 and were replaced in 1861, by William E. Pierce, with a large brick mill, probably for woolen manufacture. This mill was four stories high, with a wooden clerestory monitor. The Belleville mill survived into the middle of the twentieth century, a remarkable sight at the head of the pond. Scattered about it were workers' cottages from all eras of the nineteenth century. The Federal-Greek Revival style schoolhouse in the heart of the village (160 Oak Hill Road), which was later used as the mill company office, survives as an architecturally distinguished building.

## Davisville

Milling on Hunts River, near Davisville Road bridge, began as early as 1700 at Joshua Davis' gristmill. Joshua Davis' first house, which stood in East Greenwich, is gone, but a second dwelling (on Davisville Road), dated around 1715-1720, remains in splendid condition, embedded in a series of later eighteenth- or nineteenth-century additions. From 1811 to 1824, the Davis family operated a water-power woolen loom, one of the earliest in the state, an enterprise which developed from their previous venture in wool carding and cloth dressing for home weaving. The early mill burned in 1847 and was immediately replaced by a two-story frame building with stone foundations and a clerestory monitor. Manufacturing continued in this 1847 building until 1924. The mill, sadly dilapidated, was demolished in the early 1970s.



Fig. 28: Map of Davisville; detail from the Evert and Richards, *Topographical Atlas of Survey, Southern Rhode Island*, Philadelphia; 1895.

Davisville's textile prosperity produced two more Davis family houses that stand today on Davisville Road. One is a Federal house of 1805, and the other an unusually well built and beautifully decorated Victorian mansion of 1856 with a series of outbuildings attached at the rear. The small mill houses for mill workers and a store and post office (established 1851) which once stood along the west side of the road are gone.



Fig. 29: Joshua Davis House (c. 1715; 1820; restored, 1948); 296 Davisville Road.

About 1870, James M. Davis sold some of his extensive land holdings to the south, near the Providence and Stonington railway station, to a Providence developer, who platted them and sold them at auction. A late Victorian village also bearing the name Davisville (the post office was moved down the road to the new development) provided homes for workers at the nearby Reynolds Manufacturing Company steam-powered factory, built in 1889. This two-and-a-half-story, frame mill, which stood on the east side of Davisville Road next to the tracks, no longer exists, but the Reynolds Manufacturing Company pants factory, the store and post office, and a community building remain along with an assortment of late nineteenth- and early twentieth-century houses that comprise this railroad-oriented, steam-powered extension to the older, water-power-oriented Davisville village.

10,833.

REYNOLDS MANUFACTURING CO.,  
NORTH KINGSTON, R. I.

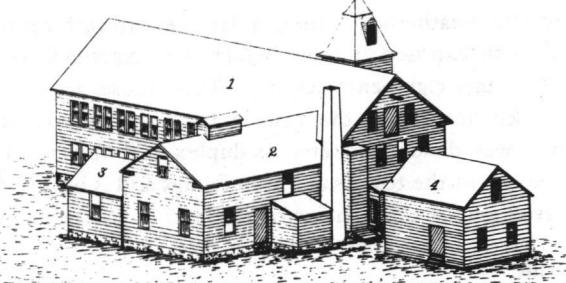


Fig. 30: Reynolds Manufacturing Company Mill (1889); Davisville Station; drawing, Barlow's Insurance Survey; all buildings demolished.

## Hamilton

"One of the beauty spots of South County . . . a most attractive picture is presented for city folks who whiz by in autos or in the trolley." This 1907 description of Hamilton in the Providence *Sunday Tribune* still holds true for this extraordinary meeting of land and water. The white, clapboard, mid-nineteenth-century Hamilton mill is the only mill with a double clerestory monitor in the state, and possibly the only one anywhere. Its dramatic silhouette, reflected in Bissell's Cove like a cathedral in a lake, is one of the most memorable scenes in North Kingstown.

Hamilton is one of the oldest human habitation sites in town, for it was part of Indian ceremonial grounds before white settlers came. In 1686, Richard Smith sold twenty-seven acres here to Richard Wharton of Boston for a mill, thus beginning a history of industry that continues uninterrupted to this day. Samuel and Thomas Hazard added wheat and fulling mills and a wharf to the existing gristmill in 1729. By 1741, there were houses, mills, and a blacksmith shop, and probably other industries as well. Samuel Bissell, one of the many owners in the eighteenth century, gave his name to the cove. A 1795 map of Rhode Island notes only Wickford and Bissell's Mills in North Kingstown, testifying to the visibility and importance of the Hamilton establishment at that date.

The early nineteenth-century history of Hamilton is equally fraught with changing ownership and activities. In the 1830s there was, for a brief time, an iron manufactory, and, by 1839, a cotton mill operated by the firm Slocum and Gardiner. By 1847, when Bissell's Mills Estate was sold to Joseph and Albert Sanford, there were a woolen or cotton mill, a machine shop, and about four dwellings. The next purchaser was to be Syria H. Vaughan, who introduced the manufacture of narrow fabrics in 1849 and, according to one history of Rhode Island manufacturing, also may have created the narrow web industry in the state.

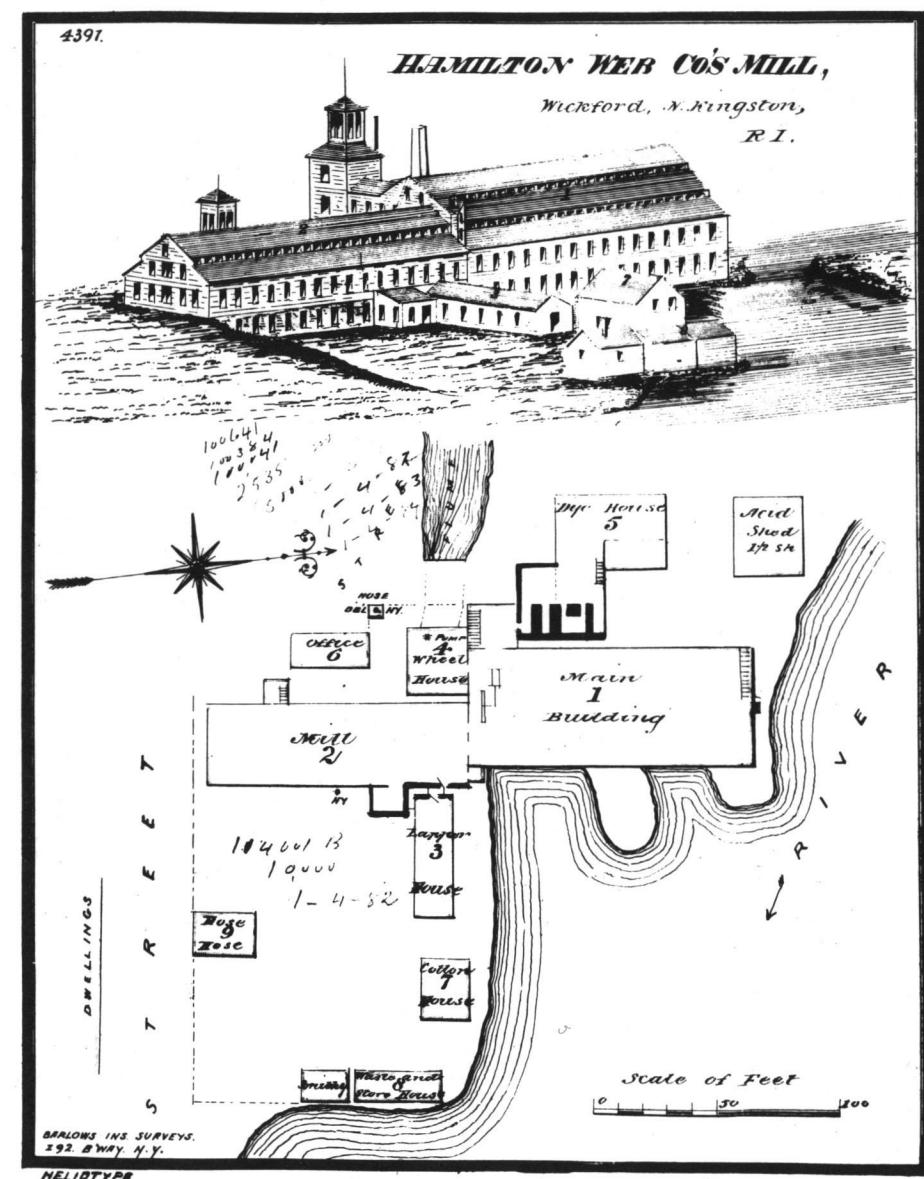
Vaughan was born in Coventry in 1817 and went to Newport at age sixteen in order to learn the business of cotton manufacture. After eight years in Newport, he went to Paterson, New Jersey, then a center of cotton manufacture; to various Connecticut towns; and finally to Pottowomut in 1847, where he went into business with Christo-

pher Allen at the old General Greene Forge Mill. In 1849 he took his skills south, to Bissell's Cove, which he renamed Hamilton in honor of his wife, Louise Hamilton of Warwick, and began the manufacture of narrow fabrics, or webbing. It is probable that the four-story woolen mill (Web Avenue)—with its double monitor and fire ladder of single lengths of split poles—was built (or expanded) sometime between Vaughan's arrival in 1849 and 1866.

In 1866, Vaughan entered into partnership with Joseph A. Greene, grandson of a partner in the 1794 Warwick Spinning Mill at Centerville, the second mill in the state, and formed the Hamilton Web Company (incorporated 1885). Later he left the company to trade in coal in Wickford, to lead in the formation of the Newport and Wickford Steamboat Line, and to build Vaughan's Hall, Wickford's first place of public entertainment. The Greene family continued operation and ownership of the Hamilton Web Company, expanding the plant with the large brick weave shed (Web Avenue) in 1883. The company and village remained in Greene family ownership until 1951. Today, the Hamilton Web Company continues the manufacture of narrow fabrics, which was begun in 1849, while the village, nestled aside the cove, comfortably off from the main road, looks remarkably like its 1907 description. An 1860s community building, Annaquaticket Hall, which held generations of church services and social events, was torn down in 1977. Otherwise, Hamilton looks much as it was when it was a tightly knit company town of twenty-seven cottages, where the working women brought infants to the mill in bobbin baskets and the "potatoe bell" rang at 11:30 to warn those at home to start the midday meal.

A now vanished dimension of Hamilton is its history as the power source for the Sea View trolley line. The Sea View, chartered in 1887, was originally intended to run the entire Rhode Island coast from Westerly to Providence, forming a last link in a New York-to-Boston inter-urban route running through Rhode Island. It was, in fact, built only from Narragansett Pier to East Greenwich, after 1898. Its tracks skinned the North Kingstown coast south of Wickford and ran further inland, near Post Road, north of Wickford. Their path is easy to follow today as it is a right-of-way for the Narragansett Electric Company power lines (and an open invitation to hikers). The trolley was im-

Fig. 31: Hamilton Web Company Mill (c. 1849-c. 1866); Bissell Cove, Wickford; drawing, Barlow's Insurance Survey.



portant within North Kingstown for the convenience it offered area residents—to high school in Wickford, to Providence, and to business and social events up and down the coast. But the line suffered after 1912 from competition from autos and trucks, and, after the practice of taking trainees from the World War I militia camp at Quonset Point to Providence for recreation was ended, it ceased operation. The tracks were torn up in 1921 and sold as scrap in Japan.

Hamilton's place in Sea View history was that, midway on the line, it was chosen to house the electric generators and car barns. Coal was hauled by freight motor from Wickford to the plant. The plant produced 600 volts from a direct-current generator powered by a steam engine, enough for the trolley and for electricity for communities along the line. A 105-foot smoke stack, built in 1910, served not only its intended purpose but as a land mark for boatmen, until it was demolished in 1969.

## Kettle Hole

Kettle Hole, north of West Allenton Road, is unique because its brief manufacturing history reverses a more common pattern: the mid-nineteenth-century cotton-yarn establishment, one of many Joseph C. Sanford enterprises, became a gristmill in 1861. It never created a mill village about itself. The dam and the mill, remodeled into a weekend cottage, remain.\*

## Lafayette

The village of Lafayette on Route 102 (Ten Rod Road) is distinguished for its century-long history of woolen manufacture and ownership by one family, that of Robert Rodman and his descendants. Cotton manufacture on this site on the Shewatuck River, a tributary of the Anquaquucket, dates from the late eighteenth or early nineteenth century. The machinery was changed for wool in 1847 when Rodman, a Hazard relation and a younger brother of a superintendent of the Peace Dale mill, purchased the plant. The present brick mill, with its mansard towers and five outbuildings, was built by Rodman in 1877-1878. This new building served as the heart of a growing village and the center of the Rodman mill empire, which once included not only Lafayette but also the villages Shady Lea and Silver Spring. The company lasted until after World War II. The mill continues its useful life today, housing a variety of commercial enterprises. The village itself, laid out along the pre-existing Ten Rod Road, retains a legacy of late nineteenth-century structures: a church, Rodman mansions, a school, and an assortment of houses built by Rodman, by workers in the mill, and by independent craftsmen and businessmen of this lively community.

The village of Lafayette is significant in the history of industry, society, community planning, and architecture. It is a community-scaled monument to the industrial and civic enterprise of an energetic and widely admired industrialist, Robert Rodman. Operating within the southern Rhode Island tradition of small, highly paternalistic textile industries, the woolens firm began operations in the 1840s, was incorporated as the Rodman Manufacturing

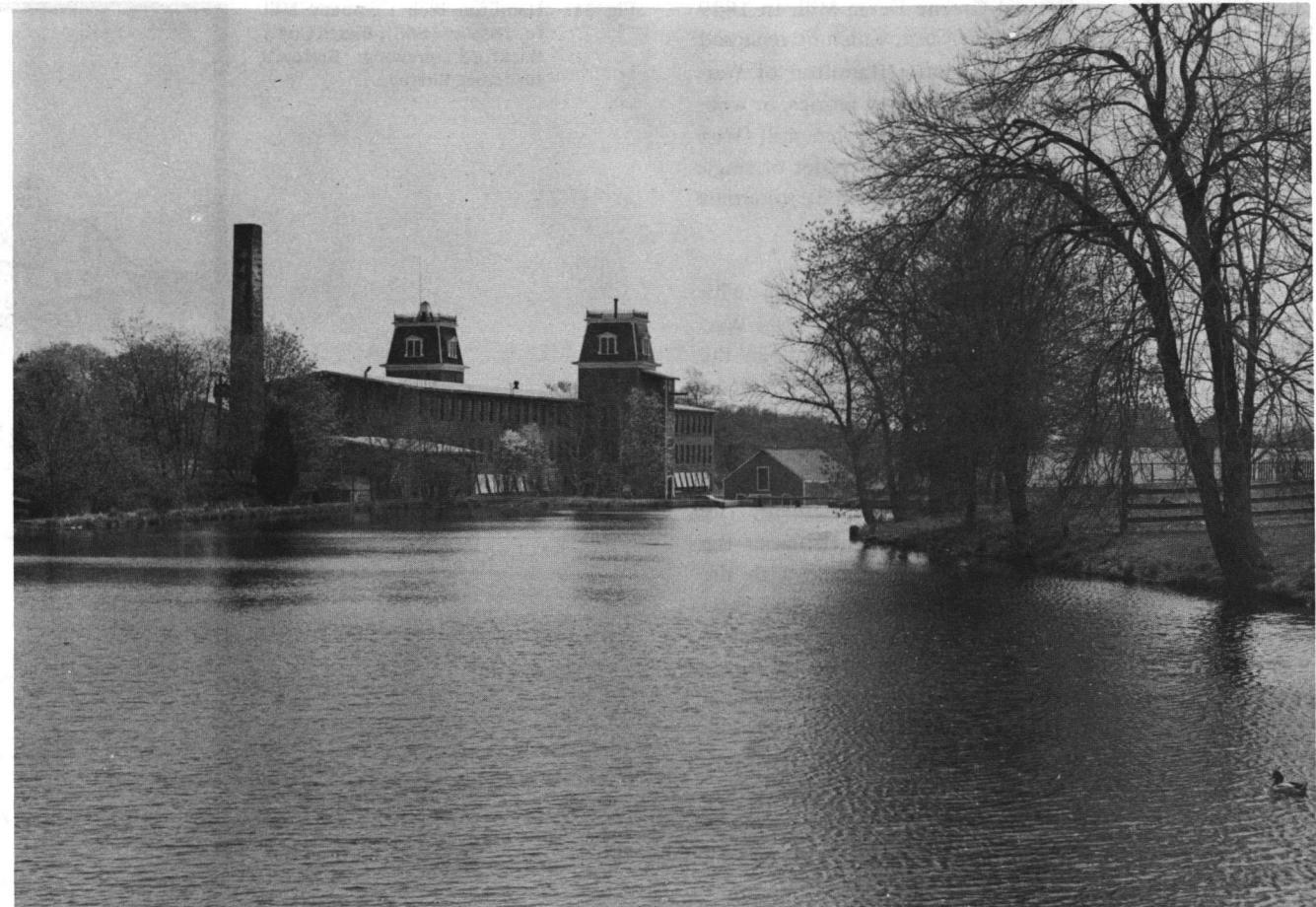


Fig. 32: Rodman Manufacturing Company mill complex (1877-1878); 565, 606, 610-620, Ten Rod Road, Lafayette. View from the Shewatuck River looking at the twin mansard towers of the main woolen mill built by Robert Rodman, founder of the Rodman mill empire. Today the complex is used by a variety of industrial and commercial concerns.

Company in 1883, employed 500 workers by 1900, and lasted until the late 1940s, still wholly owned by the Rodman family. (Its demise, according to its last president, was due to competition from synthetic fibers.) Both sides of the industrial equation, workers and management, today are proud of the fact that the company paid well and was never unionized. Rodman family members stayed within the community, seldom leaving for schooling or other

walks of life, and thus faced on a day-to-day basis, in mill and in village, the workers. These, too, came from generation after generation of locally based Yankee families, often with roots in the area's farming community older than those of Rodman. "One big family" and "all English" is the way it is remembered, a stable social network that serves as a contrast to contemporary conditions in big urban textile towns.

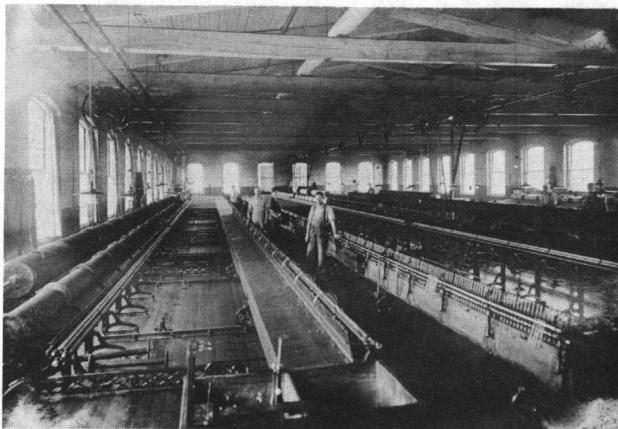


Fig. 33: Rodman Mill interior (1877-1878); Lafayette; photograph, 1915.



Fig. 34: Rodman Mill interior (1877-1878); Lafayette; photograph, 1976.



Fig. 35: Walter Rodman House (c. 1879); 715 Ten Rod Road. Built in the High Victorian style, with a mansard roof, by the youngest of Robert Rodman's sons.



Fig. 36: Rodman Mill Houses (1878); Arnold Avenue, Lafayette. It is typical of the company housing built by the growing Rodman empire.



Fig. 37: Lafayette Baseball Team with mill owner Gilbert Rodman in the center of the back row; photograph, c. 1930s.



Fig. 38: Old Boarding House (1878); 611 Ten Rod Road, Lafayette. Built to house unmarried mill hands; now re-used as a local antique shop.

## Narragansett

Remains of the Narragansett mill east of Belleville were lost when Tower Hill Road, where it crossed the Annaquabucket River, was widened. A few mill cottages and the house of Joseph C. Sanford (717 Tower Hill Road), who began cotton-yarn milling here in 1827, remain. There were earlier sawmills and gristmills at this site before 1827. Various owners manufactured woolen goods here throughout the century until the mill was destroyed by fire in 1889.

## Oak Hill

Oak Hill, known also as Pork Hill and as the Rhodes Mill, had about eight buildings on its site west of Belleville in 1885. A two-story, stone, frame-and-brick mill with outbuildings stood here well into the twentieth century. Foundations and a few houses remain.

## Sand Hill Village

Sand Hill Village is one of North Kingstown's lost mill villages—almost. A half dozen houses (see Chadsey Road) remain as testament to a thriving nineteenth-century industrial community. Manufacturing along the old Post Road, now Chadsey Road, at the east end of Sand Hill Pond, dates from an 1815 wool-carding operation that continued under various owners throughout the century. From 1846 to 1861, there was a sash and blind factory there. In 1861, the old factory was demolished and a new, two-story, wood-frame building was erected by three Reynolds brothers, who worked here intermittently throughout the century manufacturing fancy cassimeres and carpets. By 1895 there were two mills (the Kingston Worsted Mills and H. R. Sack Woolen Mill), a store, a branch of the East Greenwich Savings Bank, and a thriving social life so attractive that the young of Wickford regularly walked there for an evening's entertainment.

## Shady Lea

Manufacture of jeans at Shady Lea on the Pettaquamscutt River was begun by Captain Esbon Sanford, Jr., who sold the operation in 1832 when he moved to Annaquabucket. For several decades several different

owners manufactured a variety of cotton and wool textiles: flannels, linsey woolseys, and cassimeres. Under Walter B. Chapin, builder of the mill in Wickford, Shady Lea made blankets for the Union Army during the Civil War.

Today the factory complex lies nestled next to its mill pond in a narrow, hidden valley east of Tower Hill Road. It is a tranquil scene of domestically sealed, two-story, wood and brick buildings which, like Chinese boxes, contain successive phases of the long history of the industrial community. Robert Rodman, North Kingstown manufacturer by the late nineteenth century, purchased Shady Lea in 1870 for the manufacture of warps used in jeans. He expanded the factory to the west and it remained in his empire until the Rodman family disbanded their holdings in 1952.

Today the chain of mill buildings, almost undisturbed from the turn-of-the-century, is used for the manufacture of metal staples. A cluster of nineteenth-century, double, mill cottages sitting slightly above the factory; the manager's office; a brick house; a variety of wooden outbuildings (many of which were in place by 1883); and a surrounding picket fence complete the scene. Another mill tenement, a mansard-roofed Rodman mansion (Shady Lea Road), and the Rodman-built horse barns (1340 Tower Hill Road) connect the hidden mill village, via Shady Lea Road, to Tower Hill Road.

#### Silver Spring

Silver Spring, on the Pettaquamscutt River, bordering Colonel Rodman Highway on the west, and named for a mica and sulphur spring, is one of North Kingstown's colonial mill sites. In 1762, clothier Joseph Taylor dammed the river and built a mill where he engaged in fulling and dressing cloth and carding wool for family spinning wheels. The eighteenth-century mill buildings were carried away by a flood in 1824, and the next generation of construction was destroyed by fire in 1868. In that year a stone, two-story mill with a central tower was constructed. This became part of Robert Rodman's woolen operations later that year and lasted into the twentieth century.

Even though Silver Spring mills are gone, many fine houses from all periods of the village's history remain.

One, just north of the mill site, may date from about 1800 and has a variety of unusual features in plan and detailing. Further north on Colonel Rodman Highway are a two-and-a-half-story, central-chimney house of a late eighteenth- or early nineteenth-century type, and two sets of double mill cottages from the nineteenth century. On Pendar Road, once a section of the old Post Road, later named Tower Hill Road, there is a bracketed Victorian house with scroll-work porches and an earlier, unusual, c. 1840s Greek Revival house (31 Pendar Road), possibly a carpenter's simplified version of an outstanding house in Wakefield.

#### Allenton

Allenton is not a mill village but developed in conjunction with nearby milling hamlets. The buildings of

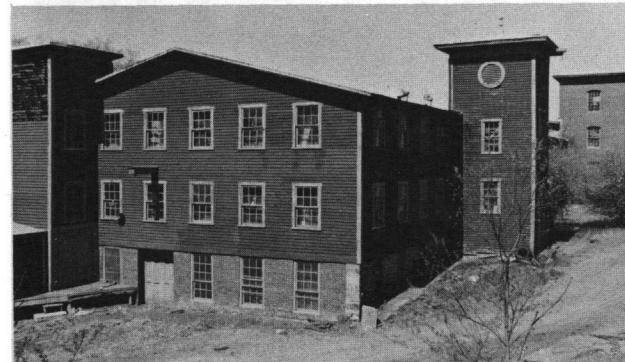


Fig. 39: Chapin Woolen Mill (1832; c. 1865 et seq.); Pettaquamscutt River, Shady Lea. Early Federal style windows are next to the wooden tower of the mill; to the west rises the brick tower possibly added by Robert Rodman.



Fig. 41: Mill House (c. 1850s); 1310 Tower Hill Road; typical of the Greek Revival type double house built for workers at the nearby Shady Lea or Silver Spring mills.

Allenton—houses, a store, a school, and a church—line both sides of Tower Hill Road (once the Post Road) and connect the mill hamlets of Belleville and Narragansett in the north with Shady Lea and Silver Spring in the south. Land purchases in this area date from 1709, but there is no evidence of habitation at that early date. The Allen family, for whom the hamlet is named, first purchased land in 1775. Active development of the community seems to have begun in the mid-nineteenth century. In 1848, the First Baptist Church of North Kingstown, which was founded in 1782 on Boston Neck, moved inland and erected its third house of worship (1135 Tower Hill Road). Stores, houses, a post office, and a school followed, making a lively community—dependent, it seems, upon the nearby mill villages for life and trade. Most of the buildings from this vital period in the second half of the nineteenth century survive in excellent condition.



Fig. 40: Mill Supervisor's House (c. 1840); 31 Pendar Road; Silver Spring.



Fig. 42: I. Y. Taylor House (late 19th century); 1225 Tower Hill Road; typical late 19th-century Victorian house type built in mill villages such as Lafayette.

## NINETEENTH-CENTURY AGRICULTURE

As Rhode Island agricultural historian Lucy C. Griffiths has written, nearly all of the land in Rhode Island has been farmed at some time in the 340 years since European settlement. Much of this land was not well suited to agriculture and a high proportion reverted to brush and forest in the late nineteenth and twentieth centuries. North Kingstown's wooded hills and valleys shelter many cellar holes and stone walls, remnants of these lost farmsteads.

Both early and late nineteenth-century descriptions of North Kingstown note the general north-south agricultural division of the town, with topsoil of sandy loam in the north, best suited to grain culture, and gravelly loam, better for grazing, in the hilly south. The major crops in 1819 were Indian corn, barley, beans, peas, potatoes, wheat, buckwheat, and wood for shipbuilding. (The flax mentioned in eighteenth-century descriptions is gone.) The same products—minus wheat, buckwheat, and wood for shipbuilding—with the addition of oats are noted in 1878. The census of 1865 gives more detailed information about that year's agricultural production: onions, potatoes, carrots, beets, turnips, beans, garden seeds, manure, peat (for fertilizer), poultry, cheese, eggs, honey, hay, butter, timber, straw, fruit, strawberries (2,234 quarts), cranberries (75 bushels), tobacco (385 pounds), and wine (58 gallons). Farms had livestock as well, a total, for the town, of 366 horses, 733 milk cows (producing 56,855 gallons of milk), 249 other cattle, 328 oxen, 4,271 sheep and lambs (producing 9,237 pounds of wool), and 97 swarms of bees. The 1885 census is even more detailed about North Kingstown's agricultural output. Then there were 1,400 acres in plowed land and 7,442 acres in pasture. Most of the milk, butter, and poultry products (eggs, chickens, ducks, geese, and turkeys) were sold, rather than used by the farmer. The most profitable fruits and vegetables remained the same as the principal products of 1865, but other specialty produce such as raspberries, cider, asparagus, wild huckleberries and blackberries, melons, tomatoes, cucumbers, and celery were also important. One unusual product in 1885 was 540 railroad ties and telegraph poles.

The North Kingstown farms that produced this rich



Fig. 43: View from West Allenton Road, 1977.

array were many in number but small in size. In 1865, there were 282 farms; 83 of them had between 50 and 100 acres; none were larger than 400 acres. Farms such as Wilbur Hazard's (2015 Boston Neck Road) or the nearby J. A. Browning Farm (1510 Boston Neck Road) were prosperous, but many more were not. Scrabbletown, in the hilly, stony, northwest part of town, was said to have been so named because the people there had to "scrabble" for a living. Only one farmer in North Kingstown was active in the statewide association devoted to scientific farm management. Alfred B. Chadsey, who raised specialty field and garden seeds at the ancient family farm near Chadsey Road, was president of the Rhode Island Society for the

Encouragement of Domestic Industry in 1881 and was active in that society for many years.

Farm families in the nineteenth century often lived in houses surviving from the eighteenth century, sometimes not modifying them—a testament to rural frugality or to poverty. Some farmers, such as P. F. Pierce, at 510 Gilbert Stuart Road, added heavy bracketed doorhoods late in the nineteenth century to their Federal-era family homes. Many farm families effectively saved for posterity their old-fashioned eighteenth-century buildings. Most of the nineteenth-century farmhouses were built as variants of earlier modes of house building. The typical one-



Fig. 44: Stone walls, Spink Farm (1798 et seq.); 1374 Sherman-town Road.



Fig. 45: Gardiner-Arnold Farmhouse (c. 1860); 66 Scrabbletown Road.

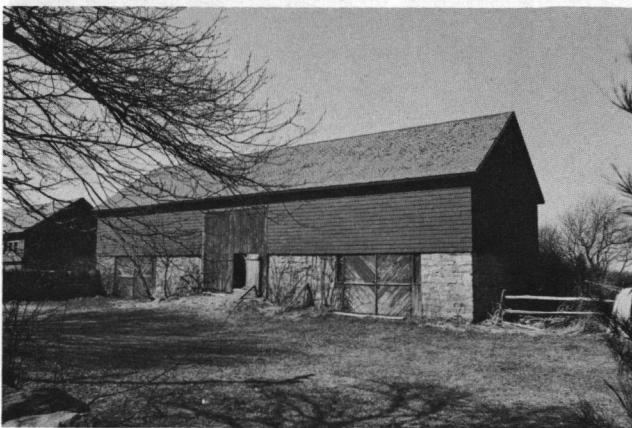


Fig. 46: Barn, Westmoreland Farm, formerly the T. R. Hazard Farm (c. 1930); 2595 Tower Hill Road.



Fig. 47: Gardiner-Arnold Barn (early 20th century); 66 Scrabble-town Road.



Fig. 48: Outbuildings, Joseph Peirce Farm (c. 1680 et seq.); 933 Gilbert Stuart Road.



Fig. 49: Gardiner-Arnold Farm outbuildings (late 19th century); 66 Scrabbletown Road.

and-a-half- or two-and-a-half-story, gable-roofed, Colonial or Federal house, with the door in the center and two windows to each side, continued to be built all through the nineteenth century, only with little thin chimneys which vented stoves and with Greek Revival or simple Victorian detailing about the doorway. In the one-and-a-half-story version the eaves are raised to allow a higher ceiling height in the principal story, creating, in the view from the exterior, a gap of plain wall between the top of the windows and roof line. (The same house type was essentially adapted for mill-village housing; the village versions often having half windows under the eaves; kitchen ells with fretwork verandas often extend along the main line of the house.) Examples of the one-and-a-half-story farmhouse of the nineteenth century include the house which once belonged to Governor Jackson at 35 Liberty Road, Slocum, and the G. W. T. Allen House at 350 Fletcher Road, Quidnessett. The Wilbur Hazard House at 2015 Boston Neck Road is a two-and-a-half-story example which retains marvelous outbuildings including two large barns built in the second half of the nineteenth century. The Gardiner-Arnold Farm (formerly the South County Museum) at 66 Scrabbletown Road is a particularly attractive complex of Victorian (with bay windows and eaves brackets) barns (one a fine, twentieth-century, gambrel-roofed structure), corncrib, sheds, wash house, picket fence, and family cemeteries. Subsurface remains of an early eighteenth-century house on this property suggest that this might be a case where nineteenth-century agricultural prosperity did-in the ancient house.

Barns, outbuildings, and stone walls are the true indicators of farming history, but are difficult to date for historical purposes and difficult to maintain once active farming has stopped. North Kingstown has lost a number of the barns and outbuildings that once belonged to its many farms. Some do remain, scattered in all sections of town. Among these are barns and outbuildings at Tockwotten Farm (445 North Quidnessett Road) in the north; at the former W. Carpenter Farm at 75 Carpenter Lane, in Saunderstown; at Westmoreland Farm (2395 Tower Hill Road) and at Hammond Farm (2190 Tower Hill Road) in the south; at the R. W. Greene (later Brown) Farm on Indian Corner Road, Slocum, in the west; and at 1250 Ten Rod Road, just west of Colonel Rodman Highway, in the middle of town.

## NORTH KINGSTOWN AS A SUMMER RESORT

From the time of the Narragansett Indians, who had villages for summer use at coves along the Bay, North Kingstown has always attracted summer residents. Rome Farm and Casey Farm were country estates for well-to-do Newport merchants in the mid-eighteenth century. "Rustication" by the sea appears as early as the 1850s at Duck Cove Farm, owned by Randall Holden Greene of Brooklyn, New York. From the mid-nineteenth century through the mid-twentieth, many of the ancient Quidnessett farms became the summer homes and, often, stock horsebreeding ventures of well-to-do people from other parts of the state. One of the eighteenth-century Wightman farms, complete with a central chimney house, became the estate of Crawford Allen, a Providence textile-mill owner. The simple house soon acquired a dynamic array of mansard roofs, towers, turrets, bays, and porches. Later owners of this estate included W. H. Hanley, a brewer, and C. Prescott Knight, another textile magnate. Much altered in the twentieth century and now the Quidnessett Country Club, it was damaged by fire in 1978.

Crawford Allen's daughter married John Carter Brown of Providence and built, in 1872, just to the north of the family summer home (860 North Quidnessett Road) an imposing summer house with a convex mansard roof, diagonal porte cochere, and interior decoration inspired by Oriental designs. This high-style mansion later became a hospital for crippled children and now, as Scalabrini Villa, is a home for aged Italian-Americans.

Contemporary to the Sea View trolley, to the Newport boat connections at Wickford and Saunderstown, and especially to the development of the automobile, many coastal areas were platted into a variety of summer-cottage developments. Shore Acres, south of Quonset Naval Air Station, was platted with 205 lots in 1910-1911 and is probably the earliest summer-cottage speculative subdivision remaining in town. Mount View, platted in 1923 north of Quonset, is on land that was farmed in the 1660s by a Newport Quaker family and was later the summer home and stock farm of Moses Brown Ives Goddard, a man whose name recalls the Providence merchant princes of the early nineteenth century. Much of the area where Quonset Naval Air Station now stands had been platted,



Fig. 50: Quidnessett Country Club, former Wightman-Allen-Knight House (mid-18th century with extensive 19th-century additions and 20th-century removals); 950 North Quidnessett Road.



Fig. 51: Scalabrini Villa, former John Carter Brown Estate (1872); 960 North Quidnessett Road. Built in the High Victorian style with a mansard roof, Mrs. Brown gave the villa to the Rhode Island Hospital as a summer camp for crippled children; in 1957 the Society of St. Charles acquired the property for a nursing home.

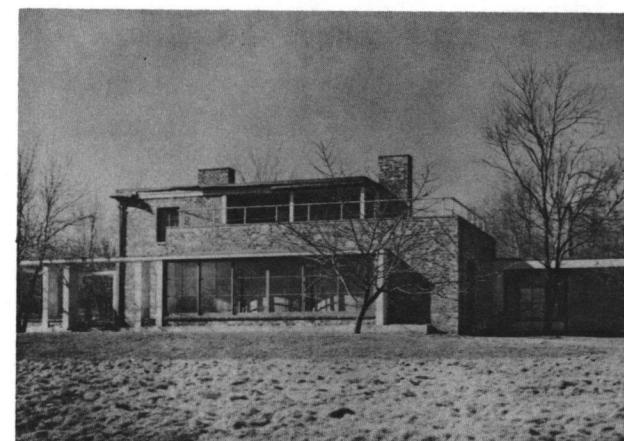


Fig. 52: Alexander Knox House (1935, 1938); Cottrell Road; Alexander Knox, architect; illustration, 1939 from *Rhode Island Architecture* by Henry Russell Hitchcock.

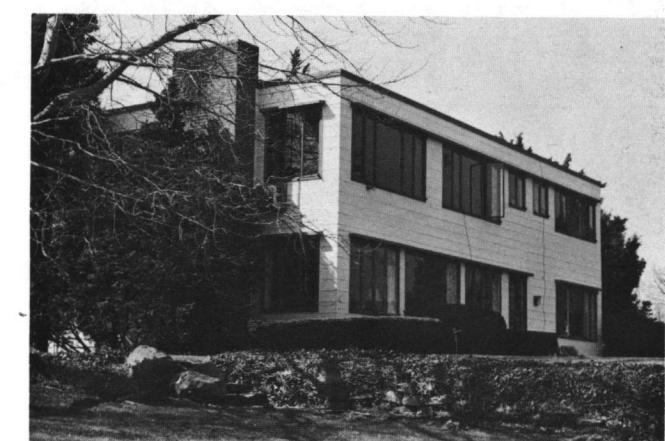


Fig. 53: Anna H. Donnelly House (1937-1938); 125 Lloyd Road. An early example of the International Style in Rhode Island designed by George Howe and Robert Montgomery Brown of Philadelphia. Landscaping by Greenwood Nurseries and Anna Donnelly.

during the 1920s and 1930s, with colonies such as Wild-acre Shore, Winfield Beach, and Quonset Point. The latter subdivision had 915 lots laid out in a tight rectilinear plan which might have been dismal indeed if it had all been built. Coastal developments in the middle part of town in-

clude Wild Goose Point (1935), Lone Tree Point (1938), and, in the southern reaches, Plum Beach and related areas variously known as Hazards Heights, Barber's Heights, and Packard Rocks. Each of these areas had its own sense of place, of community interior.



Fig. 54: Detail from Charles Blaskowitz's *A Topographical Chart of the Bay of Narragansett*; 1777. Coastal development in the late 18th century, predating 20th-century resort communities and subdivisions, is shown including identification of Secomquonset Point (Quonset), Opdyke's Harbor (Wickford), Plumbeach Point (Plum Beach), and North Ferry (Saunders town).

As a resort community, Plum Beach is, with Saundertown, one of the older of the twentieth-century coastal developments—many houses and a hotel having been built soon after 1900. A nineteenth-century house was converted for use as a summer cottage for the Girls Friendly Society of the Episcopal Diocese. Barber's Heights Cottage, a three-story gambrel-roof hotel, was constructed adjacent to the Sea View trolley line about 1901. By 1923 there were seventy houses, many of them in a gambrel-roofed and shingled style which set a building mode for the community. There was also, by 1923, a beach club with a private parking lot.

Further development of Plum Beach was dependent upon roads after the demise of the Sea View in 1921–1922. The State of Rhode Island had begun an extensive program of scraping and grading existing roads for auto travel as early as 1905 and, by the 1920s, was paving several roads throughout South County, including Tower Hill Road from Wickford to Wakefield (1927). Boston Neck Road was graded by 1915 and, from Hamilton to Saundertown, was paved with two lanes of reinforced concrete between 1931 and 1933, using Federal Emergency Relief funds—and, incidentally, making more honest a 1920s advertisement for Plum Beach lots stating that the community was only thirty-five minutes from Providence over “wonderful roads.”

### Plum Beach

South of the beach club at the end of Plum Beach Road stood, possibly as early as 1707, North Ferry which was linked by a road which no longer exists to The Platform which was the original site of St. Paul’s Church. North Ferry was tended by the Northup family after 1724, probably up until the time of the Revolution, and was central to a scheme to route traffic from Boston to New York across the Bay at this point, developing a population center at the St. Paul’s Church on Shermantown Road. Barber’s Heights, the hill above Plum Beach, was one of the sites which attracted Dean Berkeley for a college. Nothing came of either plan, of course, and the ferry service ended after the Great Gale of 1815. Much later in the nineteenth century, Hughes, Bangs and Company, operating at Hazard’s quarry, just south of the beach, furnished stones for the Point Judith breakwater.

South of Plum Beach are developments of larger and more individualized houses built deep in the woods by owners whose tastes ran more towards privacy than community. Many of these people were later generations of Saundertown summer residents. Some, such as Alexander Knox and Mrs. Anna H. Donnelly, built houses of distinction in advanced styles of modern architecture. Most of this area, from Plum Beach to Casey Point, was carved from the Cottrell Farm which, as late as 1915, was an intact rectangle of land from the Narragansett Bay in the east to the Pettaquamscutt River in the west, a horizontal slice that retained the lines of the land divisions in the south Narragansett region, the Pettaquamscutt Purchase of 1658. The grid of stone walls throughout this entire area still memorializes the patterns of the most ancient land divisions in the southern part of Rhode Island. Here, as in so many areas of North Kingstown, the distant past and the present interweave in the forms that are still on the land.

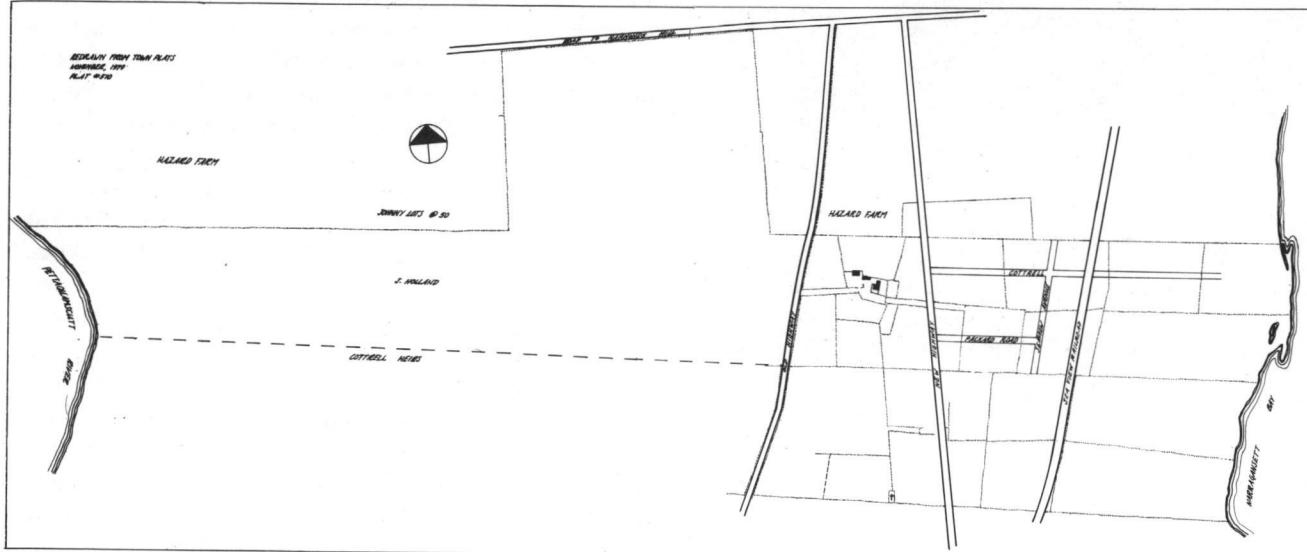


Fig. 55: Cottrell Farm Plan, 1914. The patterns of mid-17th-century land divisions running west from Narragansett Bay to the Pettaquamscutt River are retained in the stone walls of a 20th-century farm. Roads shown cutting through stone walls include both the old and new Boston Neck Road and new roads including Cottrell Road, Packard Road, and Seaview Avenue.



Fig. 56: Saunderstown Harbor; postcard view, 1900s. Saunders House, built in 1889, can be seen in the background of the shipyard on the site of the present Saunderstown Yacht Club.

## Saunderstown

Saunderstown, like so many areas in North Kingstown, has a history reaching back to the seventeenth century, but without the visible remains of that era. The rectangle from Casey Point west to the Pettaquamscutt River and south to South Ferry (now in the Town of Narragansett) was once owned by Thomas Willett, a wealthy fur trader who was appointed first mayor of New York in 1664. His son, Captain Andrew Willett, was probably the first resident on the tract, living here from some time after 1680 until his death in 1712. Andrew's son, Francis, may have been one of the earliest American practitioners of silviculture, the planting of trees as a crop. Descendants of his oaks stood until recent times on the land between Boston Neck Road and the Pettaquamscutt River, land which recently was Camp Kelgrant of the Rhode Island Boy Scouts. After the death of Francis Willett in 1776, the tract was inherited by his nephew, Francis Carpenter, and much of it remained in the Carpenter family until the mid-twentieth century. The Carpenter homestead, destroyed in 1921, probably replaced, or possibly even had included within it, sections of a seventeenth-century Willett house.

In September, 1856, the Carpenters and Robert Rodman, of Lafayette, invited John A. Saunders, Jr., his three brothers, Elias, Stephen, and Daniel, plus William Caswell and Thomas J. Gould to buy land at what was then called Willettsville for the purpose of developing a marine railway and shipyard. The Saunders brothers were the sons of the remarkable shipwright John Aldrich Saunders who, first in Westerly and later in Newport, South Kingstown, and North Kingstown, built at least twenty-one sailing vessels, mostly for the coasting trade, including the first in this region with a centerboard. At the North Kingstown site, near the Gilbert Stuart mill, John Aldrich Saunders constructed the schooner *Nonsuch*, one of the most famous Rhode Island boats of the first half of the nineteenth century. The Saunders family, characterized by their descendant-historians as "compulsive boat designers and builders," kept at their trade at Willettsville through John Aldrich Saunders, Jr., and, later, Stillman Saunders and his brothers. Between 1859 and 1874, three sloops were constructed at the new shipyard, on the site of the present Saunderstown Yacht Club, and many other transient vessels were repaired. The six original settlers of the



Fig. 57: Steamer *Narragansett* under construction at the north end of Saunders' House. Stillman Saunders stands in the foreground; photograph, early 1900s.

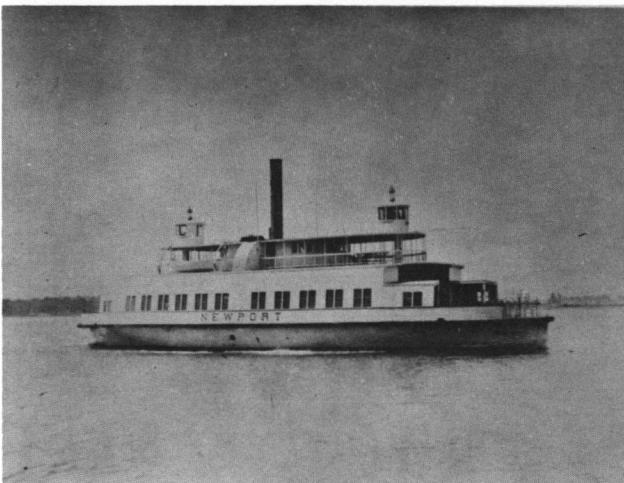


Fig. 58: The *Narragansett* on a trial run; photograph, early 1900s.

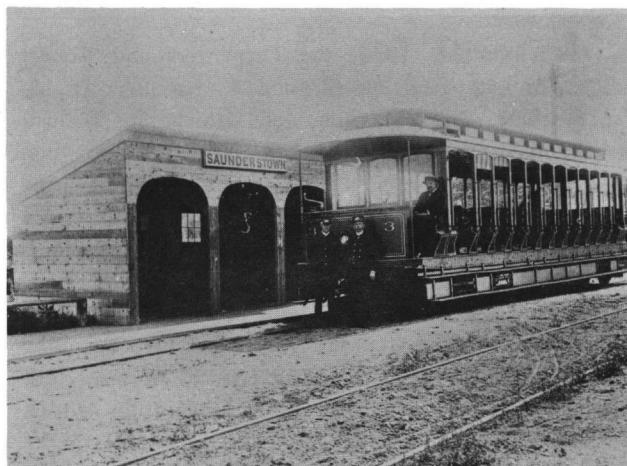


Fig. 59: Saunderstown Station (c. 1900); Motorman Matt Clark and "Dusty" Long stand in front of the open-sided Bloomer cars giving Seaview riders plenty of fresh air and views of the South County countryside.



Fig. 60: Rest Cottage, Saunderstown (c. 1900); postcard view.

village had expanded to twenty families by 1878 in what by then was called Saunderstown. All the male population was engaged in the coal trade, seacoasting, fishing, or in the Saunders boatyard, which, by 1888, was run by the remarkable inventor and promoter Stillman Saunders.

Thomas Willett Stillman Saunders, the colorful and dynamic moving spirit of his community in the first part of this century, designed six steam-screw ferry boats, construction of which was supervised by his brother, Martin Saunders. *The West Side*, the *J. A. Saunders*, the *Narragansett*, and the 373-ton *Newport* carried people and goods to Jamestown and to Newport. The *Newport*, built in 1907 for this run, was for some time the fastest and largest boat plying Narragansett Bay. The *Wyona* and *Anawon*, two earlier Saunders boats (1884 and 1893 respectively), were used principally on a Saunderstown-Wickford-Providence route.

Capitalizing on his ferry business and, perhaps, taking a suggestion from the presence of Major Benoni Lockwood, a New Yorker who some fifteen years earlier had become Saunderstown's first summer resident, Stillman Saunders built in 1889 on part of the shipyard site, a hotel, *Outre Mere*, or *Saunders House*, and a group of dependent cottages. Travelers awaiting the next boat to Newport from the Saunders ferry wharf at the base of Ferry Road could stay overnight at the hotel. Some of them decided that the informal, working village-on-the-bay was more to their taste than their intended destination and stayed. Many of *Saunders House*'s early guests were Benoni Lockwood's friends and became North Kingstown's most widely known residents.

Saunderstown's resort history is unique in North Kingstown for the national reputation in literary, artistic, and political realms of some of its denizens. Benoni Lockwood, who first rented (about 1875) and then purchased the Daniel Saunders House (161 Ferry Road), was a son of a Providence West India trader of the same name. Saunderstown's Benoni Lockwood came to North Kingstown to escape the consuming social life of Narragansett Pier, and his friends and family followed. His daughter, Frances Willing Wharton, a well-known story writer who published in magazines such as *Lippincott's* and *Cosmopolitan*, summered a little down Waterway, in the former home of

steamboat captain Charles Garlick (56 Waterway), with her husband, Henry Wharton, a Philadelphia coal industrialist. The Whartons were cousins of the novelist Edith Wharton, who visited in Saunderstown from Newport. Noted for her stories about society life, her work included *House of Mirth* and *The Age of Innocence*.

Just south of the Wharton House stood the larger home of the Grant LaFarge family, which burned in 1945. Grant LaFarge was a son of a major American artist, John LaFarge of Newport, and was a well known New York architect. Grant LaFarge's wife, Florence, another Benoni Lockwood daughter, entertained the family's many friends and relations at daily croquet games followed by formal tea and her famous conversations, a university in talk for the numerous younger generation of the colony. President Theodore Roosevelt was a guest at the LaFarge house on several occasions, and Mrs. LaFarge was his guest at the White House.

The next generation of LaFarges included sons Christopher and Oliver who became authors. Christopher LaFarge's *Hoxie Sells His Acres* was a popular novel in verse published in 1934. In 1929, Oliver LaFarge won a Pulitzer Prize for *Laughing Boy*, a story about American Indians, and he is generally considered one of the most important ethnologists this country has ever produced. His preoccupation with Indian affairs may have begun during his boyhood summers in Saunderstown.

On the west side of the Waterway, at number 25, Owen Wister, a friend of Benoni Lockwood and the LaFarges, author of America's first western novel, *The Virginian*, rented the Captain Alfonso Gould House for ten years before building his own large summer house designed by Grant LaFarge two miles to the north (1600 Boston Neck Road). Wister was an important figure in American literary and political life early in the twentieth century as the author not only of a popular novel which generated years of traveling productions of its play version and several movies as well, but also of a nonfiction best seller about European politics at the time of World War I. Wister was a close friend of Theodore Roosevelt and was involved in diplomatic work in Europe. Other literary and artistic residents of Saunderstown, perhaps better known in their own day, lived in other modest shingle houses in this rustic



Fig. 61: Daniel Saunders-Benoni Lockwood House (c. 1855 and later); 161 Ferry Road. The core of the house was built by Daniel Saunders, one of the founders of Saunderstown. After 1875, Major Lockwood of New York, Saunderstown's first out-of-state summer resident, occupied the house, helping to establish Saunderstown's summer colony.



Fig. 62: Champ de Corbeau (1909); 1600 Boston Neck Road; designed for Owen Wister by his architect friend, Grant LaFarge. Wister, author of the first popular western, *The Virginian*, wrote much of his biography of Theodore Roosevelt here.



Fig. 63: Spindrift (c. 1893); 174 Waterway. Built by H. B. Dexter, a Pawtucket lumber magnate, and sold in 1927 to the Sheldon family of Savannah, Georgia, former summer residents of Jamestown.



Fig. 64: St. John's Episcopal Church (1895 and 1971); corner of Church Way and Willett Road. Built by Elisha M. Robinson of Wakefield and sympathetically enlarged in 1971 according to plans of Rockwell du Moulin.

bay-side setting, creating for themselves and their offspring memorable summers of vigorous outdoor pursuits—swimming, camping, hunting, fishing, riding—in the North

Kingstown countryside, interspersed with equally vigorous discussions of matters scholarly, literary, and civic. It was a remarkable flowering.

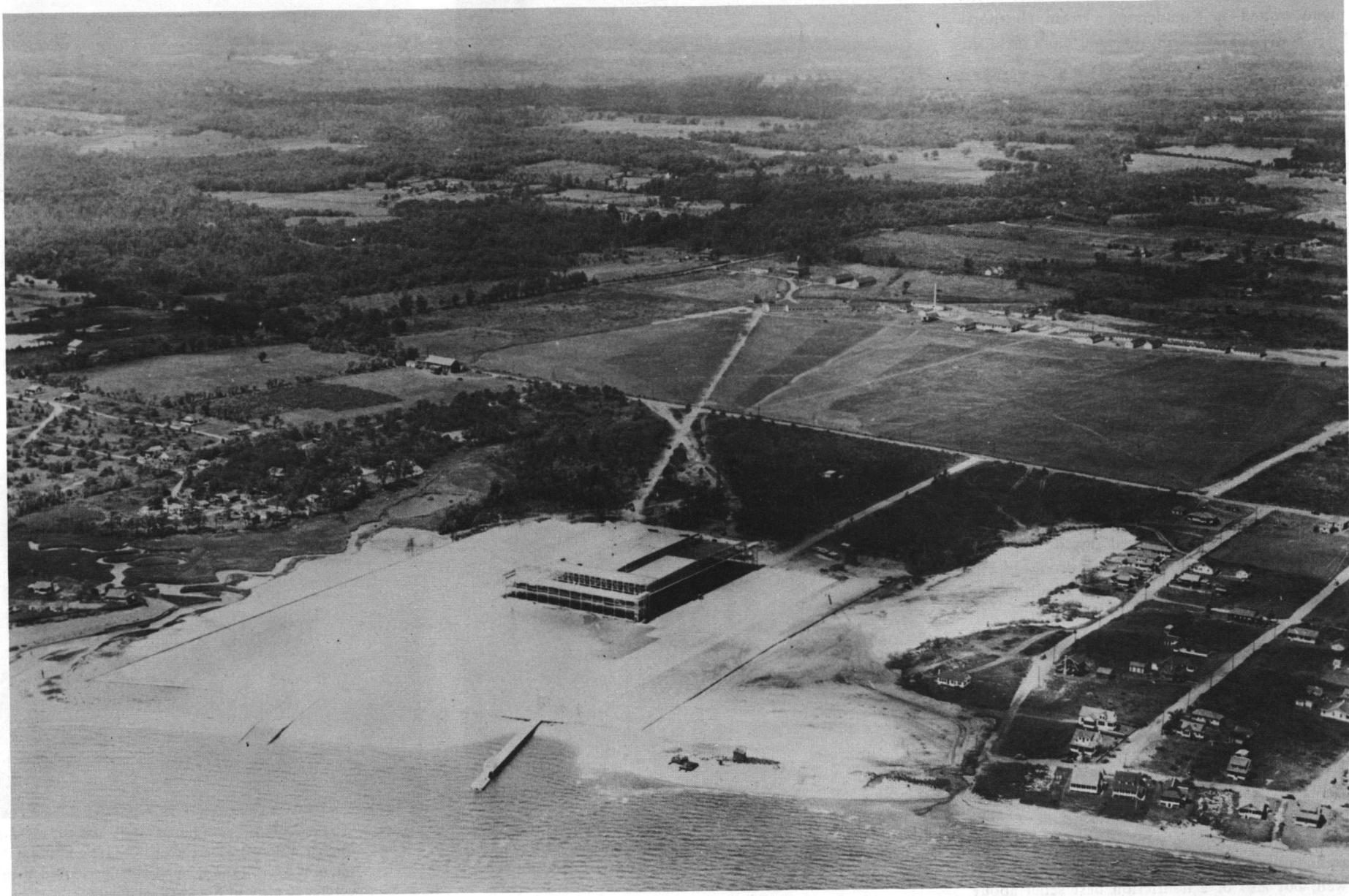


Fig. 65: Aerial View of Quonset Point, Spring 1940. In the center foreground is the first seaplane hanger, begun in November, 1939, and built to serve Neutrality Patrol flights before the war began. Construction of the Quonset Naval Air Station began about a month after this photograph was taken, at which point the area surrounding the hanger was completely transformed. Shown in the mid-background is the Rhode Island National Guard camp, begun in 1893; between it and the hanger are training fields and parade grounds. In the right and left foreground are summer cottages—many rebuilt after the 1938 hurricane and moved in 1940 into Keifer Park, a government housing area adjacent to the Quonset Naval Air Station.

## WORLD WAR II

North Kingstown's much loved sleepy backwater status, with its little mill villages, farms, somnolent Wickford, and quiet summer colonies, changed dramatically, at least in one region, with World War II and the building of the two major Naval bases, Quonset Naval Air Station and Davisville Naval Construction Training Center, on the southern half of Quidnessett. In 1938, a U.S. Navy report to the Congress rated Quonset, the now-lost point of land north of the entrance to Wickford Harbor, as "the most favorable site in New England" for a base for a naval air station to protect the northeast coast from the escalating war in Europe. The Quonset area had little fog to hamper landings and takeoffs and, with extensive dredging of the bay, could berth aircraft carriers. President Roosevelt signed the appropriation for \$1,000,000 for land acquisition in May, 1939, and, as hostilities increased in Europe (England and France declared war on Germany that September), plans for constructing the base were escalated.

### Quonset Naval Air Station

The area rapidly cleared for the air station included one of the earliest settlement sites in North Kingstown, and several very old houses were undoubtedly lost. It was a rolling land with woods and several large farms, one of which, the Romano Vineyard, had a reputation for its fine communion wines during Prohibition. The coastal parts of the point had been subdivided for colonies of summer cottages, many just having been rebuilt after the devastation of the 1938 hurricane. There was also an American Legion camp here for underprivileged children, Happyland.

In addition, the Quonset area had a long military history. In 1893, a Rhode Island militia camp called Quonset Point was established on the land now occupied by the brick domestic quarters of the Naval Air Station. In 1898, Rhode Island recruits were trained for the Spanish-American War here. The state militia built an unusually attractive storehouse, designed by the Providence firm of William R. Walker and Son (a plaque from the building remains at the entrance to Glenn Curtis Drive). As the age of aviation arrived, an airfield was added. Charles A. Lindbergh landed the *Spirit of Saint Louis* here in 1927 while on a tour cele-

brating the first transatlantic flight. The state donated the camp and landing field for the new naval air station in 1939, integrating this earlier military and aviation history of state-level significance into the nationally important developments to come.

The actual construction of most of the Navy base, initially planned for a three-year period, was hurriedly executed in one year, between July, 1940, and July, 1941. The first seaplane hangar, for the Neutrality Patrol, was erected in 1939 before the adjacent houses of the summer colony were cleared from their sites. Rock was blasted at Devil's Foot for a railway spur line from the Davisville station. Landfill added 400 acres to the existing seven-hundred-fifty-acre tract and turned the triangular land mass that

once projected into Narragansett Bay into a square one to provide runways for the land-based planes. Three large hydraulic dredges and many smaller ones dug a deep water channel and a turning basin for carriers. Construction of buildings continued during winter under tarpaulins, with fires inside to keep the concrete liquid. The 1,000-foot pier built into the deep-water channel was constructed of steam-cured concrete. The runways had to be built of special asphaltic concrete on unsettled fill land. In February, when the first squadron of amphibious patrol planes arrived, historic cemeteries were still being removed from other areas of the site, testifying to the simultaneity of it all. By spring, when the railway spur line was finished (after three peat bogs, one of them ninety feet long, had been blasted away) skilled tradesmen from Providence started arriving daily, by



Fig. 66: "Glimpses of the State Camp, Rhode Island Militia"; Commemorative booklet cover, 1895. In the center is the storehouse, designed by William R. Walker and Son, now demolished.



Fig. 67: Quonset Point Naval Air Station under construction; summer houses giving way to huge hangers destined to become a key war base; photograph, 1940.



Fig. 68: Opening of Quonset Point Naval Air Station, July 12, 1941. "Bricklayers, carpenters, dredgers, concrete and asphalt men, dynamite shooters, plumbers, electricians, even gardeners, all contributed."



Fig. 69: "Binoculars," twin-engine patrol bomber used for long-range missions during time of war; known world wide as the Navy's long-range artillery of the air; photograph, July 12, 1941.

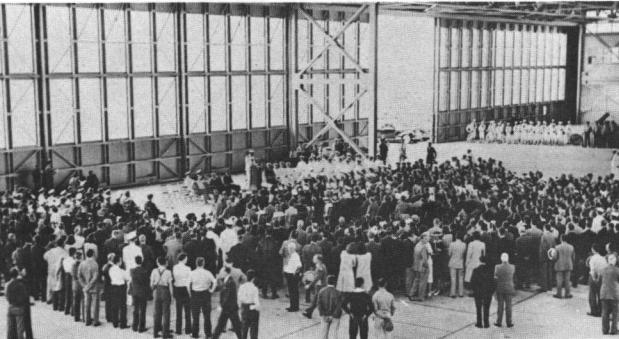


Fig. 70: Commissioning ceremonies at Quonset Point, July 13, 1941. More than 1,000 guests, lost in the immensity of a seaplane hanger, watched the ceremonies.

the thousands, on the "Boomtown Special" to continue work on the scores of new buildings rapidly rising: hangars, shops, barracks, warehouses, utilities, a power plant, a hospital, and the many more structures needed for a completely functioning military city. The two private con-

struction companies involved—the George A. Fuller Company and Merrit, Chapman & Scott—seasoned as a team by this extraordinary wintertime effort, then went on to build Navy bases in Great Britain, Iceland, and Newfoundland, using Quonset as headquarters and design offices.

The buildings erected at Quonset in this remarkable construction campaign stand today as a group of well preserved structures of the 1939-1945 period, as well as a staunch and visible reminder of America's heroic role in World War II. North Kingstown's activity in the American Revolution was insignificant compared to its contribution to this later conflict.

All of the original brick domestic structures of the new base and the seaplane and landplane hangars were designed by an internationally known industrial architectural firm, Albert Kahn, Inc., of Detroit. Kahn's first significant contributions to the history of building were the epoch-making factories for Detroit's auto manufacturers beginning in the first decade of the twentieth century. During succeeding decades, the Kahn office designed more major plants for Ford and for other giants of the auto industry. In 1942, he received the American Institute of Architects gold medal for several bomber plants and for other war work. Yet, his designs for Quonset and for five other Navy bases were generally unknown at that time and have even been overlooked in the recent books about the work of this remarkable man and his enormous architectural firm. North Kingstown's most important buildings, in architectural and historical terms, have not yet been fully recognized.

At the center of the Kahn-designed Quonset Point base is the vast, two-story enlisted men's barracks with its spread of fifteen dormitory units ranged east and west of the central mess hall. Original plans for the base provided for the doubling of these barracks to the east. The considerable visual power of the barracks, due to the consistency of the horizontal massing and underlined by the horizontal emphases of the windows and of the covered walkways between units, is a testament to the size and organization of our military operations at the outbreak of World War II. Even today, with our size-jaded sensibilities, a view of this building elicits wonder. Re-use of this unique structure is improbable; it will most likely be lost as Quonset is redeveloped.

Smaller buildings for other base functions border the barracks on all sides. Although built in the same materials as the barracks—steel frame with brick exterior cover and cast-concrete trim—they are designed to emphasize the in-

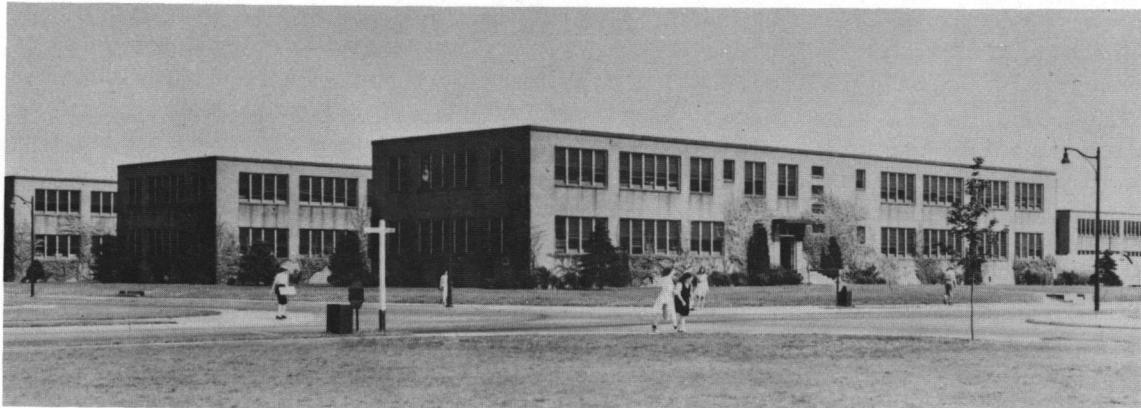


Fig. 71: Enlisted Men's barracks (1940-1941); Quonset Point Naval Air Station; Albert Kahn and Associates, architect.



Fig. 72: Bachelor's Officers' Quarters (1940-1941); Quonset Point Naval Air Station; Albert Kahn and Associates, architect.

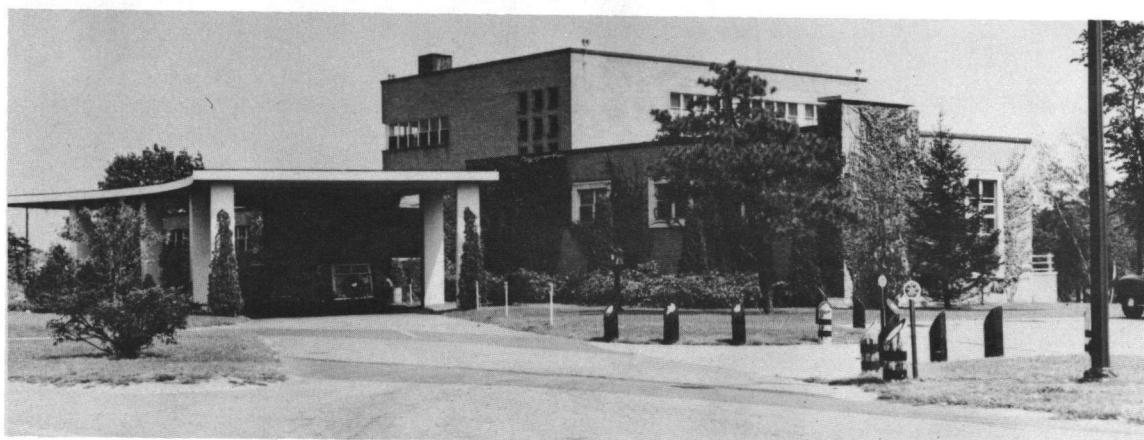


Fig. 73: Officers' Club (1940-1941); Quonset Point Naval Air Station; Albert Kahn and Associates, architect.

dividuality of their purpose and are given varying treatments signaling their importance in the military hierarchy. The enlisted men's recreation building stands at what would have been the joint between the existing and projected barracks. The dispensary, administration building, bachelor officers' quarters, cafeteria, gatehouse, and officers' club each have a contrasting arrangement of parts and special visual features such as groups of small square windows, wrap-around corner windows, concrete columns, cast-concrete framing about openings, and flagstone parapets. The entrance to the bachelor officers' quarters, with its three vertical glass strips between tall concrete-edged piers, is as impressive as a Roman temple front would have been if the base had been designed in an "old fashioned" style. The officers' club, removed from the main part of the base, with its floating entrance canopy, variety of window treatments, and abstract "cubistic" massing, is an exceptionally fine example of the new modern architectural influences from Europe and is of statewide and even nationwide significance for its architectural quality. Re-use of some of these brick structures has been shown to be feasible; their architectural coherence as well as their historical importance argue well for their continued useful life as Quonset is redeveloped for new industrial uses.

#### Davisville

The Davisville base—containing the Navy's first Advance Base Depot (established March, 1942), the Naval Construction Training Center (June, 1942) and the Advance Base Proving Ground (Spring, 1943)—was constructed to house the expansion of programs that were begun at Quonset but that soon outstripped facilities there. These programs were related to the Lend Lease Act of March, 1941, in which the United States contracted to build overseas bases for Great Britain. Davisville, the name taken from the nearby railroad station, was applied to the extensive complex on the Quidnessett Peninsula north of Quonset, stretching from the Bay west to the Post Road and including a triangular area adjacent to the main line railway tracks, west of Post Road.

The Advance Base Depot, with its railway spur leading to shipping piers, absorbed the function of storage and shipping of construction supplies for oversea's bases initially begun at the aircraft-carrier pier at Quonset. The ac-

tivities of the Naval Construction Training Center, the "home of the Seabees," was preceded at Quonset by Operation Bobcat of January, 1942, when two-hundred-fifty military construction workers were shipped to the South Pacific to build fueling stations and landing strips for the Army. One of the most important tools of the United States forces in World War II, the pontoon, was developed at the Davisville Advance Proving Ground after initial work at Quonset Naval Air Station.

The Navy, through its first Advance Base Depot, purchased, stored, and shipped half a million tons of cargo per year to overseas bases during the height of the war. Wartime materiel—from anti-submarine harbor nets to chocolate bars, air-raid shelters, blacksmith shops, firefighting apparatus, fuel-storage equipment, parachute lofts, bulldozers, vehicles of all kinds and even humble nautical items like rope, nails, and canvas—passed through this North Kingstown port. The depot areas and docks, at the northeast corner of the Navy Quidnessett area, vacated by the Navy in 1974, are now largely used by the "mud" companies and other firms working in offshore oil exploration.

The Advance Base Proving Ground, located in the Allen's Harbor area, acquired all of Quonset's equipment testing operations by Spring of 1943. These included research and development of hundreds of pieces of equipment—everything from laundry and galley equipment, engines and generators, water-treatment plants, propulsion units, trucks and generators, and pontoon assemblies, all of which had to perform at extreme climatic conditions for Allied success in the war effort. Work with pontoons—floating steel building units developed from sectional dredging barges—began early in 1941 at the Pontoon Experimental Area at Quonset. The final standard pontoon unit was a five-by-seven-by-five-foot steel box with connecting devices integrated into the corners. By 1944, they could be assembled into thirty-one standard structures, all developed at Davisville: floating drydocks, barges, causeways, bridges, piers, ferries, and even a floating airfield. The floating airfield never saw action, but other assemblies were used all over the world, and pontoon causeways were crucial to the invasions of Sicily, North Africa, and Normandy.

The Quonset hut—whose memorable form took the Indian name of North Kingstown's lost peninsula around the world—was a modified version of the British World War 1 Nissen hut. The Quonset hut was developed at Quonset Point in several sizes for use as a universal structure. Quonset Naval Air Station, midway in construction in March, 1941, was chosen for this work because the four-lane access road and railway spur into the base and the aircraft-carrier pier needed to ship materiel in and huts out were nearing completion. The famous semicircular, galvanized, corrugated-steel building was designed to be inexpensive and quick to manufacture, compact and lightweight to ship, easy to erect at distant bases, cool in the tropics, warm in the arctic, rigid under hurricane-level winds, capable of supporting sandbags against bombardment, and adaptable to a wide variety of uses. Forty-eight programs, from hospitals to kitchens to barracks to warehouses to latrines,

were eventually accommodated in standard units. A factory near Quonset Naval Air Station, at what is now known as West Davisville, was built in a month and produced the first quonset huts. In May, 1941, eleven weeks after the problem was posed for design and manufacture, the first shipment left Quonset's pier. Eventually, 32,253 units would be produced at the West Davisville factory before manufacture was transferred to private firms outside Rhode Island. From that time the huts saw their place of origin only when being moved through for transshipment from the Advance Base Depot piers. The Navy eventually used 160,000 huts, while peacetime uses—such as the Quonset Inn at Silver Spring, Maryland; the Quonset Village Motel at Colfax, California; banks; schools; offices; factories; churches; and innumerable, inexpensive, private homes (like the one at 53 West Allenton Road)—have kept this building type alive for many more decades.

Fig. 74: Quonset Huts (c. 1941); Quonset Point Naval Air Station; Bulkheads of buildings T-18 and T-19; photograph, 1975. 32,253 huts were produced at West Davisville; eventually the Navy used 160,000 huts, excluding peace-time uses.

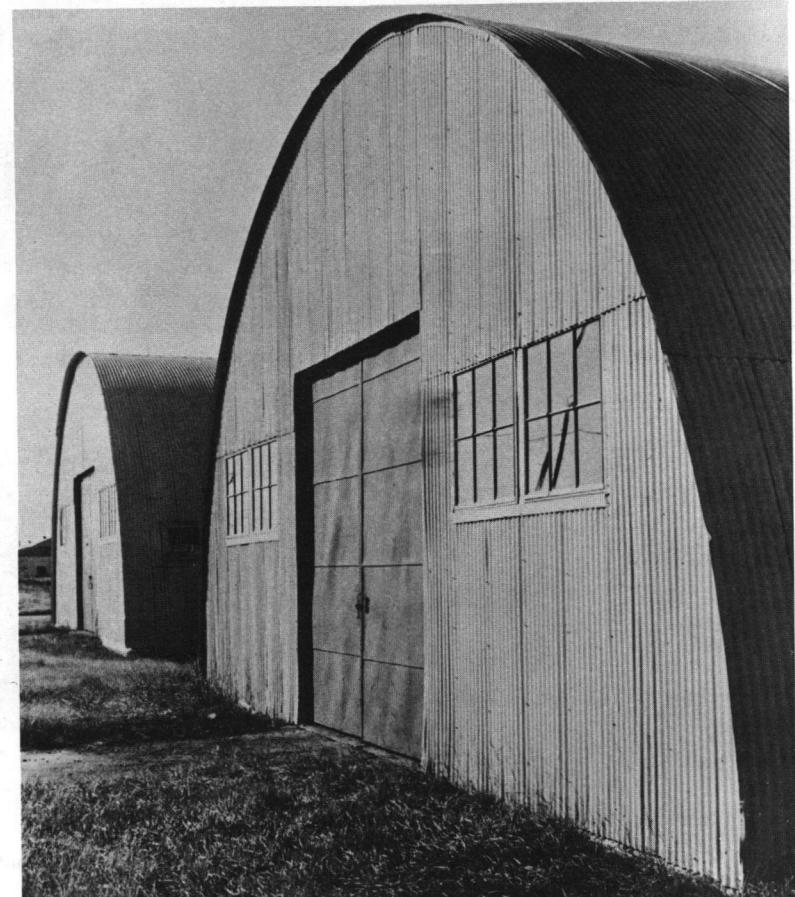




Fig. 75: Quonset Point Naval Air Station, February 12, 1958; showing Davisville in the upper left background.

The building of the Naval Construction Training Center at Davisville, the country's second Construction Battalion camp, was still another exercise in rapid planning and execution. The building team at Quonset Naval Air Station, fresh from naval-base construction in Great Britain and Iceland, had fifty-nine days, starting on June 13, 1942, to prepare a training camp for a battalion of twenty-five officers and one thousand and seventy-one men. Full capacity of ten battalions was reached shortly thereafter.

Trainees at what became known as Camp Endicott

were skilled construction workers, builders, tradesmen, and engineers in civilian life. During two four-week sessions these men were trained to function in combat military units with specialized construction skills needed to build overseas bases. With Camp Endicott, as with Quonset, construction began with the obliteration of the original landscape. Land was leveled, two lakes filled, and Allen's Harbor dredged to get depth for practice landing operations and pontoon maneuvers. Two hundred buildings, mostly of wood, were constructed on the 250-acre site north of Quonset Naval Air Station and south and west

of the Advance Base Depot. Camp Endicott had fifty-five barracks, four one-hundred-by-three-hundred-foot drill halls, an indoor rifle range, six mess halls with kitchens, and the usual complement of laundry, firehouse, heating plant, and recreation buildings necessary for the functioning of a war-time mini-city. Most of these are gone, though two of the drill halls remain. A well preserved cluster of quonset huts, once used as classrooms, also remains.

Although Camp Endicott was not the first Construction Battalion ("C.B.") training center, it was here that the name of these units, the "Seabees," originated. Frank J. Iafrate, a nineteen-year-old civilian draftsman from Providence working at Quonset, designed the famous logo of an armed, gloved, tool-toting insect which generated the name "Seabee." (The beaver, which because of its habit of building in watery places, was considered at first as a symbol but was rejected as being too passive a beast for a fighting military unit, thus depriving us of "Sea-beavers.") A metal sculpture of Iafrate's bee, perched on a pontoon base, stands near the former Post Road entrance to the Davisville Navy base, reminding one of the heroic aspects of the Quonset-Davisville area's complex history.



Fig. 76: The Seabee Bee (1942 and 1969); Davisville Construction Battalion Center; Frank J. Iafrate, designer. Based on the historic cartoon—world-wide emblem symbolizing the skills, organization, and aggressiveness of the fighting construction units at Davisville—this metal sculpture stands at the entrance to the center.

## Wartime Housing Developments

One interesting side effect of the wartime activity at Quonset-Davisville was the construction of some remarkable new suburbs for officers and civilian workers at the base. These residential areas mark the coming of modern subdivision planning to not only North Kingstown but also to the state. In 1943, two congressional committees, one headed by Senator Harry S. Truman, investigated the effects of both the east and west Narragansett Bay Navy bases on their host communities. They concluded that the overcrowding of existing housing in East Greenwich and North Kingstown by Navy families and the difficulty of getting civilian workers from distant Providence to the base were serious problems. Shortly thereafter several subdivisions were constructed near the base. These were Yorktown Manor, Sand Hill Terrace, Quonset Manor, and Plantations Park—feeding off Post Road, north of the bases—and Preston Manor—further south, near Wickford. These were Federal Housing Administration-financed communities and embodied progressive design standards, such as curving street patterns to reflect and reinforce the natural topography, provision for parks within the communities, and rigorous separation of the interior residential streets from heavily traveled arterial roads. These communities of single-family and duplex houses are still memorable for their sense of specialness—of privacy and of place—even though the houses are small and the duplex housing has not fared well on the postwar market. Their importance ranges beyond their effect on North Kingstown, for they introduced Rhode Island land surveyors and developers to modern principles of subdivision layout, so different from the simple street grids of, for example, the slightly earlier Quonset summer-colony subdivisions, and began the dominant style of subdivision layout used throughout the state after the war and through the present day.

There was one remarkable earlier (1941) community scheme—for Cedarhurst Farm, on Fishing Cove Road south of Quonset, which was never built. It is incorporated not only a variety of types of housing but also extensive commercial and recreational facilities—an entire support village for Quonset workers—arranged in an attractive form with a central avenue and symmetrical arrangement of buildings. Had it been built, it might have achieved national recog-

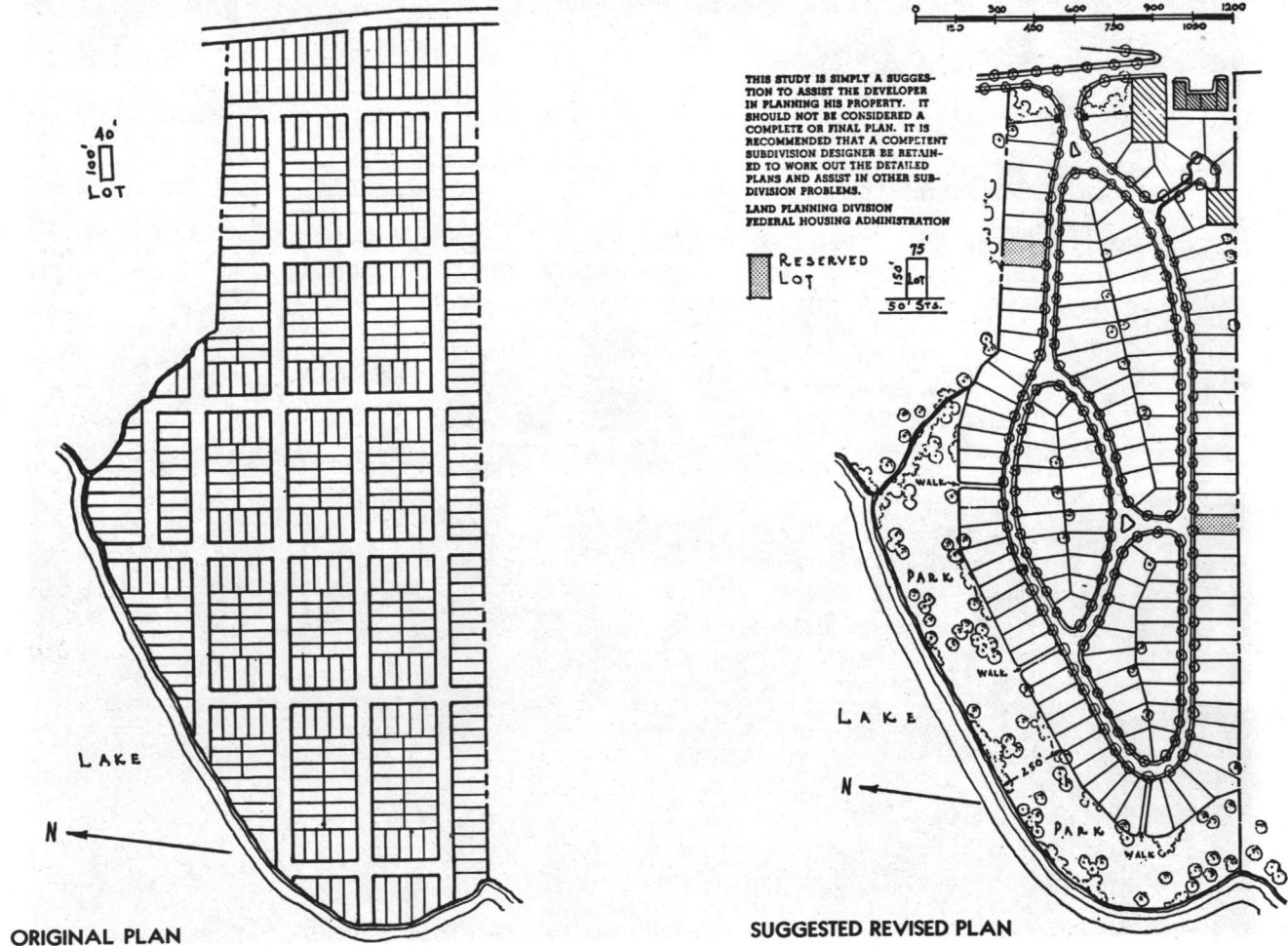


Fig. 77: Old (left) and new methods of land subdivision as shown in *Successful Subdivisions*, published by the Federal Housing Authority, 1940.

nition for its design quality. The aesthetic power of such planning should not be underestimated. King Phillip's Drive, while not as historic as Wickford's Main Street, is in

many ways as attractive, with its curving streets and carefully retained great trees, and adds immeasurably to the quality of life in North Kingstown.

## MID-TWENTIETH-CENTURY GROWTH

North Kingstown's (and Rhode Island's) largest industry after World War II continued to be the U.S. Navy. Parts of the bases which had been deactivated after the war were re-established in time for the Korean conflict of 1950-1953. The Commander of the Atlantic Fleet Seabees was located at Davisville in 1951 and many of the older proving-ground operations became specialized in developing and testing equipment for the Antarctic research stations of the Navy's Antarctic Development Squadron. The Air Rework Facility continued its manufacturing and service operations until 1973. In 1970, there were 14,975 military and 5,963 civilian employees at Quonset and Davisville. In April, 1973, however, the Navy announced that by July 1, 1974 (the beginning of the town's tercentennial celebration) most of the Navy functions in North Kingstown would be withdrawn. The base, now reduced in size, employs only about two hundred people involved in a variety of naval and federal programs.

Offsetting in part the later loss of the Navy was the arrival in 1964 of Brown and Sharpe, the internationally known precision tool manufacturer, which had vacated its Providence plant for a new one at the northern edge of town. Brown and Sharpe employed about 1900 people in 1977, 200 of whom lived in North Kingstown. The arrival of this major firm was indicative of both the postwar exodus of business and industry from older urban centers and of the increasing integration of North Kingstown into the large metropolitan area. More of this integration has been as a bedroom suburb for cities to the north, and is closely tied to the construction of Interstate 95 and Route 4 in the 1960s. The dramatic scale of this residential growth is indicated by the following figures: from 1819 to 1875, a period of substantial growth, the number of houses in North Kingstown increased from 391 to 658. By 1975, there were 5,372 houses. Fully 3,097 of this 1975 figure were built since 1950, mostly in large-lot subdivisions. In 1977, permits were issued for 151 single-family units and for 125 units contained within seven multi-family structures. The 1978 construction permit figures show a dramatic rate of increase—226 single-family units plus 220 units of elderly (multi-family) housing. Several recent population projection studies suggest that the number of



Fig. 78: Yorktown Manor (1943). This totally planned community was platted by the Massasoit Housing Corporation with Federal Housing Administration (FHA) financing; duplex homes with two entrances in the center united under a single portico front on curving roads and share residual land between house lots reflecting advanced planning concepts of the 1930s found in "Greenbelt" villages of Maryland, Wisconsin, and Ohio.

people living in North Kingstown, therefore the number of living units, will double during the next twenty years.

Most of the residential expansion of the twentieth century has taken place on wooded land which was farmed

during the eighteenth and nineteenth centuries, or on open land which was farmed in more recent times. Prime agricultural land has declined as residential units have expanded. In 1970, there were 4,849 agricultural acres, much of it abandoned. By 1978, there were only 3,193 agricultural

acres. Agricultural pursuits do continue, however, on an impressive and very attractive scale. The dairy farm at 170 Fletcher Road continues a traditional practice into the twentieth century while the vast tracts in turf, nursery, and potatoes in the Slocum area allow one to still characterize North Kingstown as an agricultural as well as industrial and residential town. Interesting specialty situations exist as well, such as Kingstown Vineyard, off Boston Neck Road, in which a winery is integrated with a residential compound, accommodating residential growth and maintaining the rural traditions of the town.

For a fundamentally rural community, North Kingstown has done well so far in terms of planning for mid-twentieth-century expansion. The town passed a zoning ordinance in 1974, subdivision regulations in 1958, and historic zoning for Wickford in 1959. The Planning Department was created in 1971 and the town's pioneering community development plan, adopted in 1974, with its remarkable provisions for such advanced planning techniques as residential compounds, planned village districts, cluster development, and overlay districts, has been a milestone in the history of planning in Rhode Island. In 1978, North Kingstown was the fastest growing town in Rhode Island, and these ordinances helped direct new growth.

In terms of design quality, the public buildings of the town have more to offer their users than most of the privately owned structures erected during this period. Most of the new houses are typical of building practice throughout the country, lacking any specific regional-design characteristics or significant aesthetic quality. A few houses designed by architects for individual patrons exist, usually hidden on large lots. One visible example, the house at 119 Roger Williams Road, is an elegant rendition of a style prevalent in design centers such as Cambridge, Massachusetts, where its architect, Albert Harkness, III, trained and works.

North Kingstown's three newest civic buildings are impressive. No other Rhode Island town has so consistently commissioned and built such good town buildings during the post-World War II era. The North Kingstown Free Library on Boone Street sensitively integrates a large building form with a beautiful site. The Public Safety Building at 8166 Post Road exhibits a careful attention to materials and textures and a personalized treatment of the exterior



Fig. 79: North Kingstown Free Library (1974-1975); 100 Boone Street; the Architects Collaborative, architect. This modern structure serves contemporary needs of the North Kingstown Library Association, founded in 1898.



Fig. 80: North Kingstown Public Safety Building (1971); 8166 Post Road; William D. Warner, architect.



Fig. 81: Floor plan of the Great Room, North Kingstown High School addition (1970); 100 Fairway; Providence Partnership, architect. This design won national recognition for flexible planning in 1970.

which is characteristic of its well known Rhode Island designer William D. Warner. The new high school, built in three phases between 1957 and 1970, stands as a monument both to the expansion of the residential dimension of the town and of the unification of its institutions at a town-wide rather than village level. The third phase of the high school, with its loft teaching space and stylishly integrated total design system, is comparable to such buildings as the Town Hall of 1889 or the churches of earlier eras in that the intensity of design effort and the carefully elaborated aesthetic intentions indicate the strength of the aspirations and ideals behind its creation. The school and the Public Safety Building are North Kingstown's principal local architectural monuments (as opposed to the nationally important Quonset-Davisville) of the mid-twentieth century.

Growth of the town after World War II has also carried with it increasing town responsibilities in terms of needed services. The flooding of Wickford in the 1938 hurricane necessitated the beginning of a town water-supply system, which has now grown to over a hundred miles of mains and four standpipes. A professional fire-fighting staff with five fire stations, the police department and its new station, the dramatically expanded schools, a town-manager form of government, town responsibility for landfill, parks, and beaches all mark the growth of the highway-connected, large-scale community typical of this century all over the nation.

Efficient modern highway-based town organization can perhaps be symbolized by the unification of the ten village postal districts into three postal zones by 1957, one at Wickford, in an undistinguished building, and the others, reminders of the old village system, at Saunderstown, in a recycled church, and at Slocum. Postal reorganization is a double-edged symbol, however, for while it is indicative of the efficiency of a progressive community, it is also symptomatic of the loss of the village identity, with centers for the daily contact of neighbors as they come for their mail. It is hoped that the preservation of the physical form of the villages, even without their functioning post offices, within the continuous commercial, industrial, and suburban residential fabric of the developing late twentieth century town, will help mitigate some of the loss of identity that people feel as the town changes.

## V. ASSESSMENT AND RECOMMENDATIONS FOR PRESERVATION

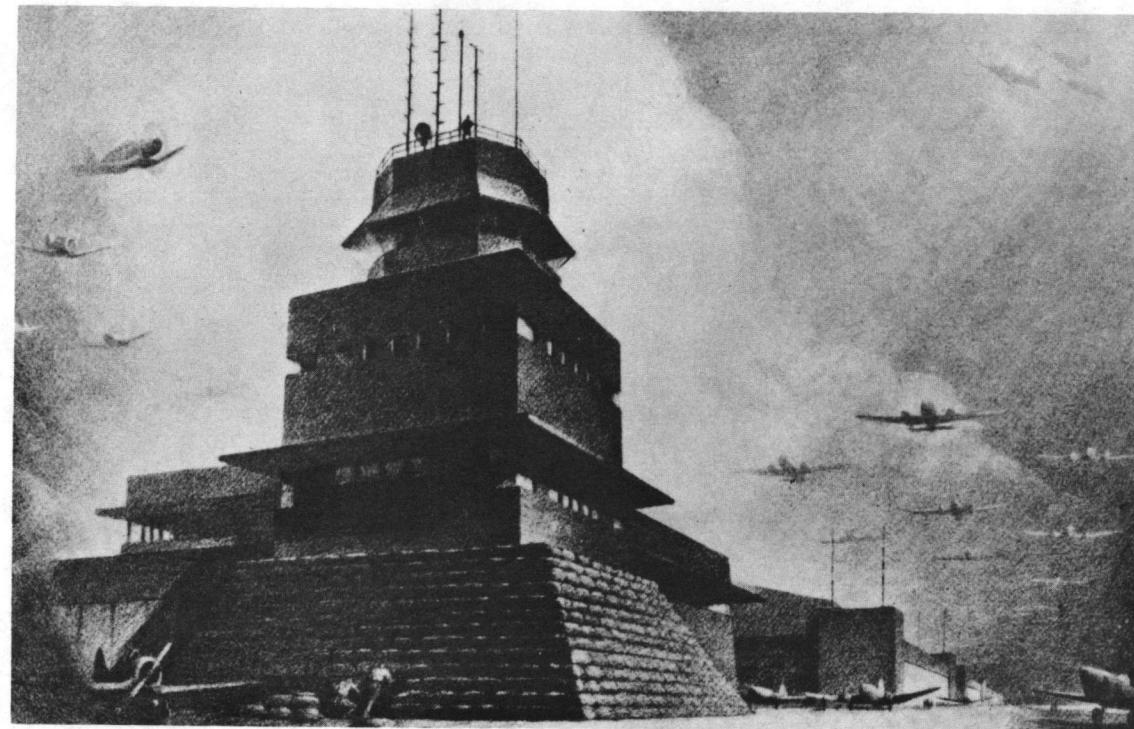
### ASSESSMENT

The history of North Kingstown is special, for it includes every era and every economy of importance in the history of the state as a whole, except for that of the development of major urban centers. Few other towns enjoy the attendant physical remains of so many historical layers: from Indian habitation to very early European settlement, eighteenth-century agriculture, trading from a coastal village, small industrial mill villages, fishing, shipbuilding, and a variety of summer resorts. And if North Kingstown misses the important historical Rhode Island theme of major nineteenth- and twentieth-century urban centers, perhaps it makes up for the "oversight" with the uniquely important World War II naval bases. This is a heritage of which a town can be proud. The physical evidence of such a heritage should be preserved.

It is tempting to believe that the historic qualities of a town, and the villages, buildings, and sites, which embody it, will somehow always be there just because they have been there so long. Unfortunately, this is not so. Old buildings are in limited supply. They are lost to neglect and fire, as in the case of the Abigail Phenix House or Mowbra Castle (the Phillips House). They can be so over "restored" as to be made into virtually new approximations of old houses for owners who might be happier in twentieth-century houses. A shocking number of old houses, their value fully appreciated, are torn down or lost through dismantling and moving. Henry Ford bought two ancient North Kingstown houses in 1924 for a Massachusetts museum village, and, apparently, lost them in transit. The gambrel-roofed Turner House, probably an eighteenth-century remodeling of an earlier "stone-ender," which once stood where the town landfill is now, was dismantled and its pieces sold by the town to new owners in Connecticut. The Beriah Brown House has gone to Newport and the Dr. William G. Shaw House, which once increased the historic ambience of Brown Street in Wickford, went to Charlestown.

In each decision behind these losses, there always

Fig. 82:  
"Quonset at War"  
Hugh Ferriss, artist;  
drawing, 1947.



seems to be a compelling economic reason. Yet, experience over a long period of time has repeatedly shown that, within a few years, the loss of the historic building will be more greatly felt than the positive effects from the economic gain, which seemed so important a short time before. When a neighborhood becomes denuded of a prime asset, everyone loses. This is foolish when it has also been repeatedly shown that with some thought and study, compromises can often be found which are simple, usually inexpensive, and will accommodate the needs both of the historical environment and of economic growth. With skill and knowledge, development can usually be handled in such a way that a new use gains from the presence of the old building. The Pagoda Inn, housed in the c. 1803 Maxwell Tavern on Post Road, is more noticeable on the highway because of its central-chimney solidity than it would be without, even though the historic qualities of the house have been considerably weakened by false "colonial" bay windows and vinyl siding. The Carriage Inn in Allenton has re-used a nineteenth-century stone barn (a rarity in Rhode Island) to get a superb space which could not be built at any reasonable price with today's construc-

tion costs. The Heritage Homes development along Hatchery Road will have a genuine historical dimension, much better than a mere "old" sounding name, with the retention of the fine mid-eighteenth-century Rathbun House as a focal point. The sensitive adaptation into apartments of the beautiful Victorian millowner's house near Hamilton (800 Boston Neck Road) has contributed to the visual quality of the neighborhood and has recognized and retained fine nineteenth-century design and craftsmanship, resulting in a far more attractive building than could be achieved economically using modern construction methods. Careful re-use of historic fabric for a new enterprise lends quality to the new enterprise, a sense of time, of place, and an opportunity for visual engagement. Re-use also retains precisely those characteristics for the neighborhood as a whole and thus makes a sound investment in the neighborhood's future.

It is the legitimate business of the community and of its institutions to do everything possible to achieve maximum effective use of historic resources in a developing town.

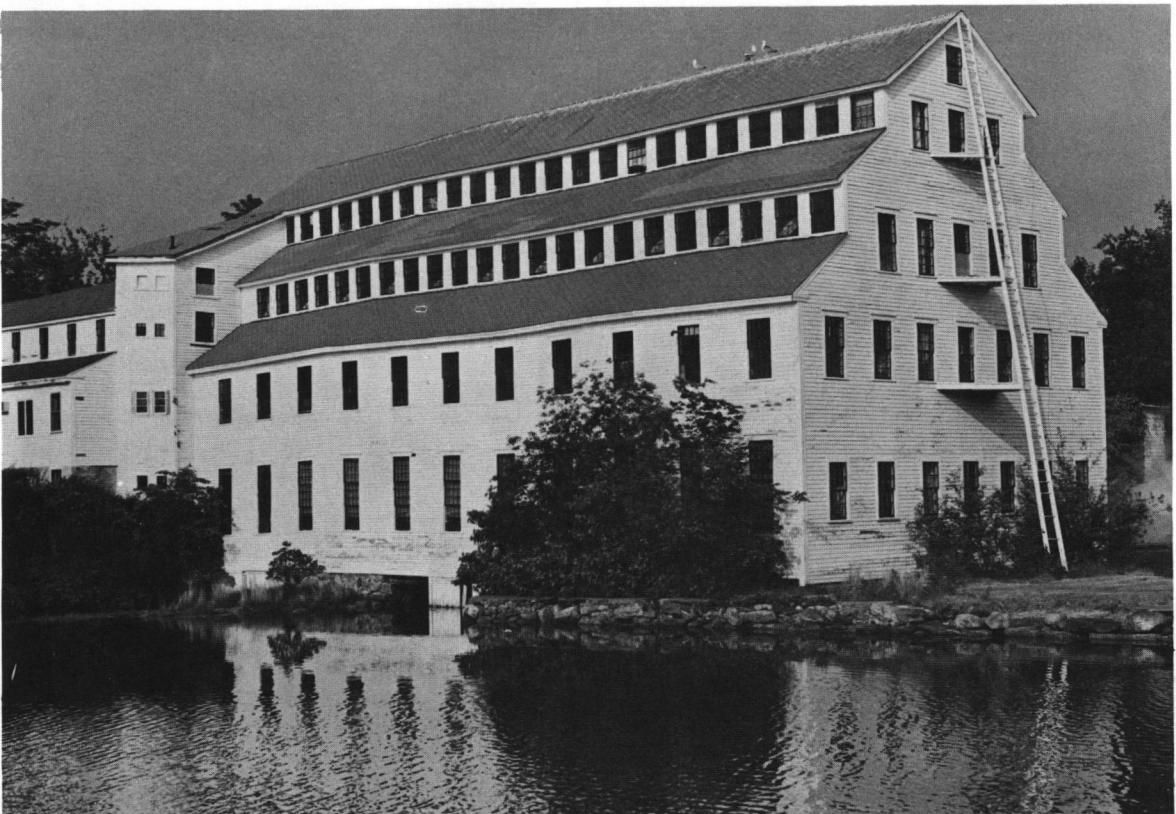


Fig. 83: Hamilton Web Company, Wickford Mill (c. 1849-c. 1866); Web Avenue; photograph, 1977.

North Kingstown's losses in old houses to date have been more than matched in loss of other types of valuable historic buildings. Houses have traditionally been more easily recognized as "historic buildings," than have, for example, nineteenth-century textile mills. But these, too, share with old houses enormous importance. They were the focus of the life of the community in the past. They were a distinguishing building type of southern New England and thus important in a national context. And they constitute a building stock, unique in construction methods and craftsmanship, which cannot be reproduced in the twentieth century. Most of the nineteenth-century textile mills—such as the two mills at Davisville, the two mills at Sand Hill, and the mills at Silver Spring, Belleville, Narragansett, and Oak Hill—have gone, victims of neglect or fire. This leaves the few remaining ones, at Lafayette, Shady Lea, Wickford, the brick weave shed at

Hamilton, and, especially, the unexcelled frame mill at Hamilton, as buildings of special value to the town and state, on a par, in historic and aesthetic terms, with colonial houses.

Recent developments in all parts of the nation have shown that rehabilitation of existing large structures, such as mills, for new industrial, commercial, and even residential use is not only feasible as a way of retaining the historic fabric of a community but is often more cost effective than new construction. The rehabilitation of older buildings offers other benefits over new construction as well, including the conservation of energy and materials and the fact that rehabilitation work is labor intensive. Until recently, re-use of older buildings has been penalized by the Federal income-tax structure, with its preferential treatment for new construction. With the passage of the

Tax Reform Act of 1976 this is no longer true: accelerated depreciation previously applicable only to new construction is now applicable to certified rehabilitation of certain historic structures, those on the National Register of Historic Places (see Appendix B). In addition, owners of these structures are eligible to deduct the cost of improvements over five years, even if the total cost of these improvements is not very large. Increasingly, developers are finding that rehabilitation is good business. Thus, there is hope that preservation of North Kingstown's few remaining textile-mill buildings will be an economic as well as a cultural asset for the town.

North Kingstown's late nineteenth-century schools at Davisville, Lafayette, Hamilton, and Allenton, now not used for their original purpose, are another category of historic building which offers possibilities for rehabilitation for other uses, which would result in the saving of memorable structures of a strong visual and historical quality. The provisions of the Tax Reform Act would apply to these buildings even if they continue to be owned by the town if they were nominated to the National Register and if long-term lessees of such structures want to do the work. The former Lafayette School, now used by the Wickford Art Association, is a good case of continued life for this type of building. Hamilton School (35 Weaver Road), which has passed into private ownership, would be eligible for Tax Act benefits if it were listed in the National Register of Historic Places. The former late nineteenth-century school at Belleville is still standing, which is to be applauded, but its adaptation as a town highway-department garage has meant a few too many changes in the building fabric to be as much an asset to the neighborhood as it could be.

Still another major group of buildings in North Kingstown which offers potential for rehabilitation for commercial or industrial purposes, with retention of historic and aesthetic qualities, is the Albert Kahn-designed buildings at the former Quonset Naval Air Station. Not all of the structures here are easily re-usable, but some are, and, integrated into the developing plans for the land, they provide a stock of quality architecture ready to be adapted to a new life. Other assets are the deep-water pier, the transportation systems and convenient location all favorable for the expansion of industry at Quonset Point. Again, the tax laws now favor rehabilitation of these structures.

## RECOMMENDATIONS

In order to further the protection and continued use of the town's unusually rich heritage of historic structures, a private preservation group, modeled on the Providence or Barrington Preservation Societies, is needed to undertake a variety of educational and advocacy programs. Such an organization could incorporate membership from the existing Wickford Historic District Commission, the Gilbert Stuart Memorial, from the Cocumscusso Association, and the South County Museum but should also include representatives of the mill villages, of the shore communities, and of other historical and design interests, such as Indian history, twentieth-century history, nature conservancy, architecture, and construction. The entire cultural heritage of the town should be its concern. Such an organization could engage in programs to increase general awareness of the town's history.

A second agency for preservation in North Kingstown should be the town Planning Department. With the advantage of its existing staff and facilities and its sophisticated knowledge of modern planning techniques and sources for funding, the Planning Department could expand its annual work program to include many of the necessary tasks of Preservation.

Both the private and public groups, then, should embark upon programs such as the following:

1. Incorporate the sites, structures, and districts designated in this report into the town Community Development Plan. A thoughtfully designed town plan which mandates carefully paced, clearly designated development is the best means of preserving the historical character of a community in a time of unprecedented growth.
2. Use planning tools such as cluster and residential-compound zoning, agricultural tax abatements, and acquisition to preserve areas of open land in order to maintain a sense of North Kingstown's continuing historical role as a farming community. The open spaces adjacent to existing village clusters, the stretches of flat
3. Encourage owners of buildings of all eras to maintain the exterior appearance of their buildings in ways which are consonant with the buildings' original construction. Discourage building owners from modish but ultimately cheapening modifications with fake "mansards," false "colonial" bay windows, "colonial" small-paned windows on Victorian houses and storefronts, and so forth.
4. Discourage use of vinyl and aluminum siding. They are totally destructive to the historic quality of buildings when their application includes the removal of architectural trim around eaves and doors and windows, or the covering of the wide corner boards of nineteenth-century houses. Even when the trim is carefully protected, vinyl siding usually has a noticeable tinny quality, its imitation clapboards are often too wide, and it may do the building fabric permanent harm by masking rot. Its insulation value has been greatly exaggerated by its manufacturers.
5. Encourage owners of historic buildings to write deed restrictions prohibiting the change of building fabric. Such restrictions can be as effective as historic zoning and not as onerous to maintain.
6. Provide information and publications on the 1976 Tax Reform Act which allows approved rehabilitation of historic or architecturally significant depreciable structures on the National Register to receive tax advantages.
7. Embark on a townwide marker program, similar to that in Wickford.

open land at Slocum, and the area designated in this report as the Quidnessett Historic District are especially important to the perception of North Kingstown as a rural community. Residential-compound planning offers an opportunity to combine residential development with continued specialized agricultural land use such as turf and nursery farming and vineyards.

8. Organize walking tours of different sections of the town.
9. Work with school systems to encourage the study of local history and the development of architectural and environmental awareness. The Providence City Spirit project is a good example of what can be achieved.
10. Work with the North Kingstown Free Library and the Rhode Island Historical Society for the preservation of documents relating to the history of the town. Letters, pictures, deeds, newspaper clippings, and family histories now in private ownership may often be better cared for and more extensively used when held in public repositories.
11. Work with the Rhode Island Historical Preservation Commission to complete nomination of all eligible buildings, sites, and districts, including those listed in Appendix B, to the National Register of Historic Places.
12. Extend the Wickford Historic District (the locally controlled historic zone) to include the Waterside Mill (1 Brown Street) and the valuable historic houses on the west side of Brown Street (numbers 4, 8, 30, 38, and 50). The last three (30 through 50) are especially important as excellent examples of three major nineteenth-century styles—Federal, Greek Revival, and Late Victorian—which, added to Main Street, complete the story of Wickford's historic houses.

## APPENDIX A: THE NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places is a record maintained by the Heritage Conservation and Recreation Service, United States Department of the Interior, of structures, sites, areas, and objects significant in American history, architecture, archeology, and culture. Authorized by the National Historic Preservation Act of 1966 as the official inventory of the cultural and historic resources of the nation, it includes historical areas within the National Park System, National Historic Landmarks, federal properties nominated by federal agencies, and properties of state and local significance nominated by each state and approved by the Service. It is an authoritative guide for federal, state, and local governments and private groups and individuals everywhere, identifying those properties which are particularly worthy of preservation throughout the nation. Registered properties are protected from federally funded and licensed activities by a state and federal review process. Listing on the National Register is a prerequisite for eligibility for federal matching grants-in-aid funds which are administered within the state by the Rhode Island Historical Preservation Commission.

The following properties are either on, have been approved for nomination to, or have been declared eligible for the National Register of Historic Places. Those which have been declared eligible have the same review requirements for federally funded or licensed projects as those that are on the Register. Only properties which are on the National Register are eligible for grants-in-aid or Tax Act benefits. Those properties that are within National Register Districts must be certified by the Rhode Island Historical Preservation Commission as historic structures in order to qualify for grants-in-aid or Tax Act benefits.

### Individual structures on the National Register of Historic Places:

- Old Narragansett Church (62 Church Lane)
- St. Paul's Church (72 Main Street)
- Gilbert Stuart Birthplace (815 Gilbert Stuart Road)

- George Douglas House (2060 Tower Hill Road)
- Hall-Northup House (7919 Post Road)
- Smith's Castle or Cocomscusso (55 Richard Smith Drive)
- Silas Casey Farm (2325 Boston Neck Road)
- Six Principle Baptist Church (85 Old Baptist Road)

### Individual sites and structures approved by the Rhode Island Review Board for nomination to the National Register of Historic Places:

- Stephen Northup House (99 Featherbed Lane)
- J. Peirce Farm (933 Gilbert Stuart Road)
- Old Narragansett Cemetery (Shermanton Road)
- John Carter Brown House, Scalabrine Villa (860 North Quidnessett Road)
- John Allen-Joseph Madison House (Building D 272, Davisville Construction Battalion Center)
- Ezekial Gardner House (297 Pendar Road)

### Districts on the National Register of Historic Places:

- Wickford
- Lafayette
- Camp Endicott

### Districts approved by the Rhode Island Review Board for nomination to the National Register of Historic Places:

- Quidnessett Agricultural District
- Hamilton Mill Village
- Shady Lea-Silver Spring
- Saunderstown

### Districts declared eligible for the National Register of Historic Places by the Secretary of the Interior:

- Scrabbletown
- Old Davisville (See Davisville inventory entry)
- Quonset Point Naval Air Station

This report proposes that the list of National Register properties in North Kingstown be expanded to include the following districts and individual properties. This list is provisional. Not all buildings listed here have been investigated completely. Some may be eliminated if, for example, it is found that they have been heavily modernized on the interior. Other historic buildings and sites, which may have been overlooked in the survey, may emerge in the future and prove eligible.

### Individual sites and structures recommended for nomination to the National Register of Historic Places:

- Old Belleville School (160 Oak Hill Road)
- W. R. Slocum House (397 Slocum Road)
- J. P. Spink Farm (1374 Shermanton Road)
- Devils Foot Rock (Post Road)
- Cedarhurst Farm (44 Fishing Cove Road)
- Tourgee "Tidemill" Cottage (295 Camp Avenue)
- D. Lawton Farm (750 Stony Lane)
- Anna H. Donnelly House (125 Lloyd Road)
- Ezbon Sanford House (88 Featherbed Lane)

### Districts recommended for nomination to the National Register of Historic Places:

- Wickford North (7919-8061 Post Road)
- Crowfield (1600 Boston Neck Road and neighboring properties)

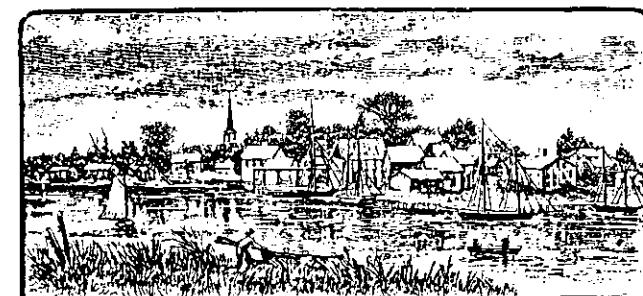


Fig. 84: "A View of Wickford"

## APPENDIX B: TAX REFORM ACT OF 1976

The Tax Reform Act of 1976 contains important new tax incentives for preserving historic income-producing properties and alters provisions in the federal tax code which have worked against historical preservation. Commercial, industrial, or rental residential properties that qualify as "certified historic structures" are entitled to tax advantages under the new act. A "certified historic structure" is defined in the law as a depreciable structure which is (A) listed in the National Register, (B) located in a National Register historic district and is certified by the Secretary of the Interior as being of historic significance to the district, or (C) located in a local historic zoning district certified by the Secretary of the Interior to be controlled by design-review procedures which will substantially achieve the purpose of preserving and rehabilitating buildings of historical significance.

One provision of the Act permits the owner of a certified historic structure to write off, over a five-year period, expenditures which are part of a certified rehabilitation of the property. Before passage of the Tax Reform Act, property owners were required to spread deductions over the life of the property. The new law allows larger tax savings in shorter time, thus encouraging owners to rehabilitate historic commercial properties.

Another provision allows taxpayers to depreciate "substantially rehabilitated historic property" as though they were the original users of the property, entitling them to use accelerated depreciation which could previously only be used for new buildings. The code discourages demolition of certified historic properties in two ways. Demolition costs can no longer be deducted, and any new building replacing a demolished historic structure is denied accelerated depreciation. Although the Tax Reform Act of 1976 needs further analysis and clarification, it will certainly make the preservation of historic buildings more economically feasible. Any property owner interested in learning more about the historical preservation provisions of the Act should contact a tax analyst or the Rhode Island Historical Preservation Commission.

## APPENDIX C: GRANTS-IN-AID PROGRAM

The National Historic Preservation Act of 1966 established a program of matching grants-in-aid for the acquisition and development of properties listed in the National Register of Historic Places. Once a year, the Rhode Island Historical Preservation Commission accepts applications from individuals, public and private organizations, and state and local governmental units which own properties listed in the National Register.

Matching grants-in-aid can be used to acquire, protect, stabilize, rehabilitate, restore, or reconstruct National Register properties. Allowable work under the program includes exterior and interior restoration, structural repairs, installation or updating of utility systems, architectural fees, archeology, historical research, and the installation of protective systems. New construction, furnishings, and modern landscaping are not allowable costs.

The Commission receives many more applications each year than it is able to fund. The applications are evaluated according to the following criteria: the architectural and historical significance of the property; the degree to which the proposed use and treatment respect the historical and architectural values of the building; the urgency of the proposed work; the public benefit of the project, both educational and economic; the degree to which the property is threatened; and the geographical location of the property. The Commission may fund up to half the cost of a project. The grants awarded by the Commission have generally ranged in size from \$3,000 to \$50,000.

Once the Commission has selected the projects to be funded, the grantees must submit professionally prepared specifications and drawings developed in accordance with the Secretary of the Interior's Standards for Historic Preservation Projects. The Heritage Conservation and Recreation Service in the Department of the Interior must review and approve the individual projects before any work can begin.

Financial assistance for the acquisition and development of National Register properties is provided for the benefit of the general public. Therefore, upon accepting a grant, the property owner must sign a preservation easement

which is recorded with the deed to the property. The easement states that the owner agrees to maintain the property and not make any visual or structural changes without prior approval from the Commission. The number of years this agreement is in effect depends on the amount of funds received. Unless the grant-supported work is visible from a public right-of-way, the property must be open for public view twelve days a year.

Matching funds can come from any non-federal source: from Community Development Block Grant Funds; and in the form of donated services, real property, or equipment. Grant applicants are urged to submit requests for the amount for which they can actually match and realistically complete in one year.

Beginning in 1979, applications will be accepted by the Commission during March and April each year. The applications are reviewed during May and June and the Commission selects the projects in July, after Rhode Island is notified of its annual federal appropriation for the grants-in-aid program. Those selected are first awarded funds to have the necessary specifications and drawings prepared. Development grants are officially awarded once the specifications have been accepted by the Commission. Project work may begin when the project has been approved by the Heritage Conservation and Recreation Service after the start of the federal fiscal year in October. Project work must be completed within a year.

## APPENDIX D: HISTORIC ZONING

The term "Historic District" in this report refers to National Register Historic Districts, as defined by the United States Department of the Interior, Office of Archaeology and Historic Preservation. Such historic districts do not provide controls over private development, nor design review in historic areas. In no sense is placement on the National Register a form of zoning.

Before the National Register was created in 1966, the State of Rhode Island passed enabling legislation, in 1959, which allows communities to create historic zones. This is a form of zoning, and, for that reason, must be initiated locally. Historic zones provide for local commissions which review proposed changes to buildings within the zone and disallow changes which would have a poor effect on the historic fabric of the zone. As with all zoning control, there is an appeal process available to property owners who disagree with a decision of the local historic zoning commission. Only locally mandated historic zones offer such strong protection of historic structures in a community. In 1959, North Kingstown was the second town in Rhode Island to make use of the state enabling legislation when the town council voted that parts of Wickford be subject to local historic zoning controls. The North Kingstown Historic District Commission is certainly to be credited with the excellent state of preservation of the village today.

The fact that National Register Historic Districts and state-mandated historic zones do not necessarily share the same boundaries can be illustrated by Wickford, which has both types of districting. The 1959 local historic zoning district, with its design control provisions, includes the peninsula (the areas around Main Street and Pleasant Street) plus West Main Street and Elam Street. The National Register Wickford Historic District, entered in 1974, offers design review only for federally funded or licensed projects and includes a much larger area: all of the locally established historical zoning area plus Brown Street, Phillips Street, everything out to and including Tower Hill Road, and Boston Neck Road, past the Town Hall, to number 173.

Residents of other areas in North Kingstown could re-

quest that their neighborhoods be designated local historic zoning districts by the Town Council.

Information contained in the historical narrative and inventory sections of this report and the additional material on the survey sheets could be applied to the creation of

such zones. Spot zoning, in which individual houses of historic value, scattered about the town and not grouped into continuous areas to be defined as zones, is another possibility for a tighter, community-based control than that provided by the National Register of Historic Places. For National Register advantage, see Appendix A.

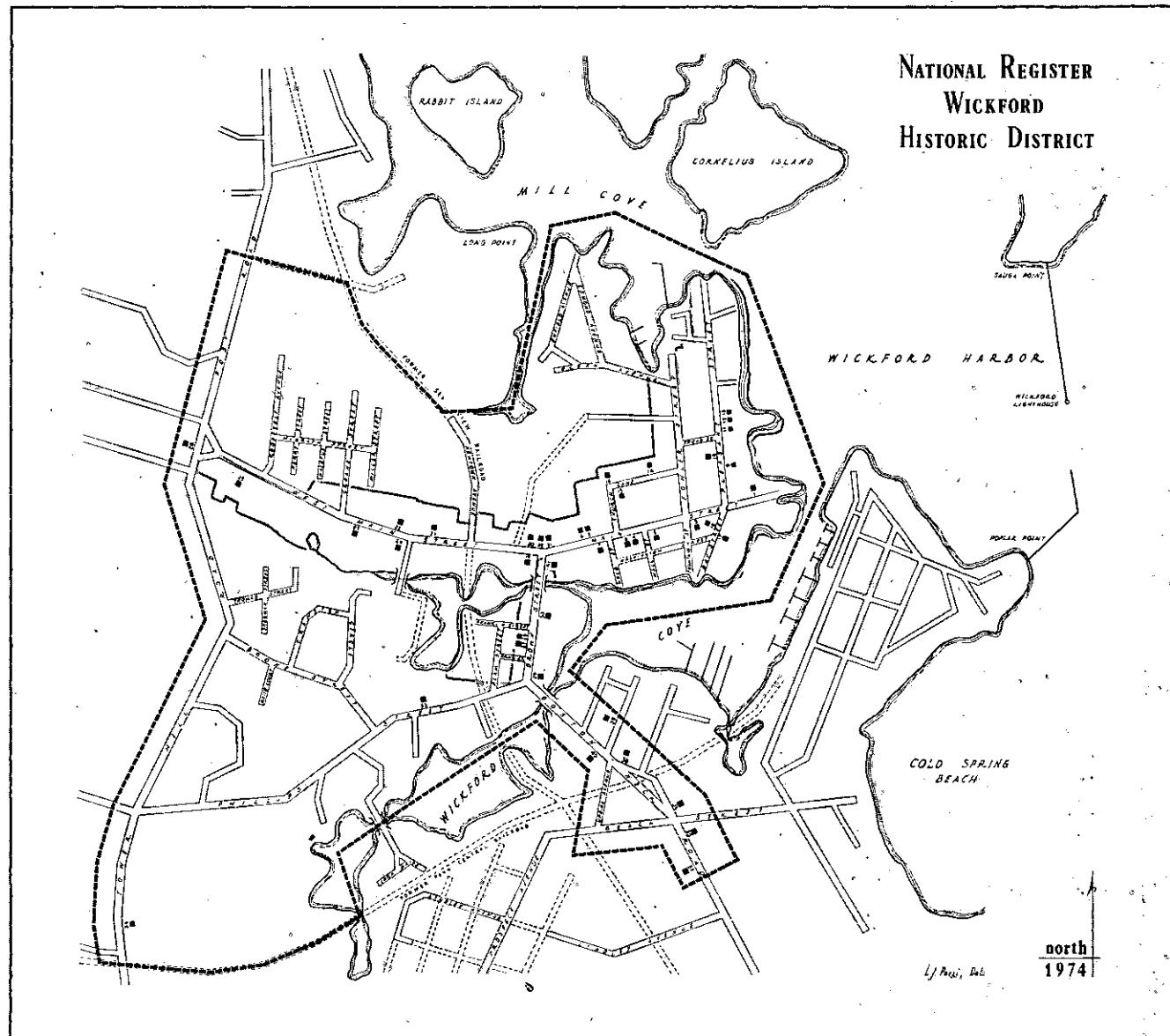


Fig. 85: Wickford National Register Historic District with overlay showing boundaries of the local historic district zone.

## APPENDIX E: SURVEY FORM

A standard survey form, the "Historic Building Data Sheet," has been prepared by the Preservation Commission for use throughout the state. On the form a property is identified by plat and lot numbers, street number, ownership at the time the survey was conducted, present use, neighborhood land use, and a photograph.

Each property is also identified by one or more broad period time frames which denote the original construction date, and date(s) of major additions or alterations: P = Pre-historic (before 1636); E = Early (1636-1715); C = Colonial (1700-1800); F = Federal (1775-1840); GR = Greek Revival (1825-1865); EV = Early Victorian (1840-1870); LV = Late Victorian (1865-1910); ET = Early Twentieth Century (1900-1940); MT = Mid-Twentieth Century (1940-1975); and LT = Late Twentieth Century (1975-present).

The "COMMENTS" section is used for brief notations regarding a building's style, structure, details, and architectural significance. The "HISTORY & SOURCES" section includes notes on individuals, organizations, and events associated with the building; dates and nature of significant additions or alterations; selected bibliographical and pictorial references; and identification of the building on historical maps and in street directories.

The four "EVALUATION" sections are intended as tools for quick reference to appraise various aspects of a property's preservation value. In general, the key factors that indicate the reason for preserving structures have to do with their visual significance—that is, "Architectural value" and "Importance to neighborhood." Other factors, such as condition, should be seen as pluses. Nor should a low historical rating be allowed to militate against the preservation of buildings deemed of architectural significance or those important in the neighborhood context.

The evaluation of a structure's exterior physical condition is rated on a 0, 2, 3, 5 scale, without regard to its architectural merits. Buildings assigned "5" are in excellent physical condition (original or altered). Those rated "3" are in good condition, with only slight evidence of the need for improvements, such as repainting or minor repairs. Structures rated "2" are in fair condi-

HISTORIC BUILDING DATA SHEET RHODE ISLAND STATEWIDE SURVEY				
FILE NO. <u>PLAT 69 LOT 27 LUS</u>				
ADDRESS <u>99 Featherbed Lane</u>	OWNER <u>Robert H. and Emma R. Rogers</u>			
PRESENT USE: 1 fam <input checked="" type="checkbox"/> 2 fam <input type="checkbox"/> multi <input type="checkbox"/> pub <input type="checkbox"/> com <input type="checkbox"/> indus <input type="checkbox"/> rel <input type="checkbox"/> agr <input type="checkbox"/> mixed <input type="checkbox"/> other <input type="checkbox"/>				
NEGATIVE NO. <u>EV 21--12, 13</u>				
KNOWN AS <u>Stephen Northup House</u>				
ARCHITECT <u></u>				
DATE & SOURCES <u>c. 1683 to c. 1712, 6 mid-18th c.</u>				
ORIGINAL USE <u></u>				
ORIGINAL OWNER <u>Stephen Northup</u>				
HISTORY & SOURCES: 1655: E Sanford Mills 1662: Stephen Northup purchased 66½ acres in North Kingstown in 1712, but that a demolition by John Kenyon says that in 1683 he lived at Stephen Northup's farm. C. Weiss believes that lightness of chamered frame would support a later (c. 1712) rather than earlier (c. 1683) date, but that this observation should be checked by others. Identification of this house with Stephen Northup is made in the 1860 edition of Winslow's <i>Old Houses</i> . Victorian era it has two kitchens and two sets of stairs to second floor dating from when house was duplex mill housing				
Comments: Two story gable roofed house with uneven disposition of windows and door on five front. Central brick chimney, two stories tall to rear. Brief examination of first floor interior shows complete chamered framing of area to right of entrance, with long summer beam running length of this part (south) of the house. Pattern of endings of chameres suggests that the two small rooms at the south end of the house may be original with the frame. Fireplace is raised. Owner says chimney is stone at this level. North part first floor appears mid-18th century with corner posts, raised four-panel doors, board/batten door, firelace panelling.				
EVALUATION:				
Physical Condition				
structure	5	3	2	0
grounds	2	1		
neighborhood	3	2	0	
Architectural value	38	30	20	10
Importance to neighborhood	(14)	10	5	0
Historical value	38	(30)	20	10
Total Score				

Fig. 86: Sample survey form.

tion, and may require substantial work, such as resheathing, or repairs to porches, fenestration, and so on. Buildings rated "0" are in poor physical condition and probably require extensive work if they are to be retained. These ratings are based upon observation of the exterior only and do not reflect interior appearance or structural, electrical, and mechanical conditions.

The evaluation of the grounds, either of a building or a site, is rated on a 0, 1, 2 scale. Those that are in good condition and are a visual asset to the environment are assigned "2." The "1" rating indicates that the grounds do not detract from the surrounding area. The "0" rating applies to grounds that have a negative impact on the environs.

The evaluation of the neighborhood's physical condition is based on a 0, 2, 3 scale. "Neighborhood," in this

context, denotes the immediate area surrounding a surveyed property and does not necessarily reflect physical features such as street blocks or demographic boundaries. Neighborhoods rated "3" are characterized by a uniformly high standard of maintenance of both buildings and grounds. Those assigned a "2" have well kept properties in much of the area but also have sections where the need for improvement is readily apparent. The "0" rating is used for areas which, for the most part, detract from the visual quality of the community as a whole.

A property's importance to its neighborhood is rated on a 0, 5, 10, 14 scale, with "neighborhood" used according to the above definition. The "14" rating denotes a property that is a key visual landmark, of the utmost importance to the visual integrity of its environs. Those rated "10" make an important visual contribution either by virtue of individually distinguished qualities, or due to characteristics of form, scale, and massing which help maintain the visual continuity of the surrounding area. The "5" rating indicates a minor, but positive, contribution in either of the above respects; or a property which may be of visual interest unto itself, but one which is not especially compatible with its physical context. The "0" rating applies to properties which have a decisively negative effect on the neighborhood.

Architectural ratings are assigned on a 0, 10, 20, 30, 38 scale. The "38" rating is reserved for a generally small number of buildings deemed of outstanding importance to the community and which, in most cases, are also of at least regional significance. The "30" rating indicates a structure of meritorious architectural quality, well above the local norm. The "20s" and "10s" constitute the majority of buildings surveyed. They are of local value by virtue of interesting or unusual architectural features, or because they are good representatives of building types which afford an index to the community's physical development and define the visual character of its building stock. Structures rated "20" and "30" are essential to an area's historic character. They provide a visual context which defines the historic quality of North Kingstown and creates an important background to the key structures rated "38." Buildings rated "0" are undistinguished architecturally and make no positive contribution to the physical environment. Structures that have been extensively and unsympathetically altered are given lower ratings than similar buildings in their origi-

nal state. Monuments, markers, and civic sculpture are assigned ratings on the basis of general visual and associative qualities which do not necessarily reflect artistic integrity.

Historical value is also rated on a 0, 10, 20, 30, 38 scale. The "38" rating is assigned to properties associated with individuals (including architects), organizations, or events which are of historic significance on the national

level. Those of regional or state importance are rated "30." The "20" rating applies to entries related to noteworthy local developments and also includes buildings which, by virtue of their age, are considered to make a major contribution to the community's historic environment. The "10" rating denotes limited local historical value. The "0" rating is used to designate properties of no known historic interest at the present time.

Data from the survey sheets has been transferred to a series of detailed maps, drawn on a 1" = 80' scale. These maps depict every structure, regardless of date or historical importance, along with the address, a code for period or style, and the architectural and historical ratings. They make information pertaining to the cultural resources of North Kingstown available for all planning purposes.

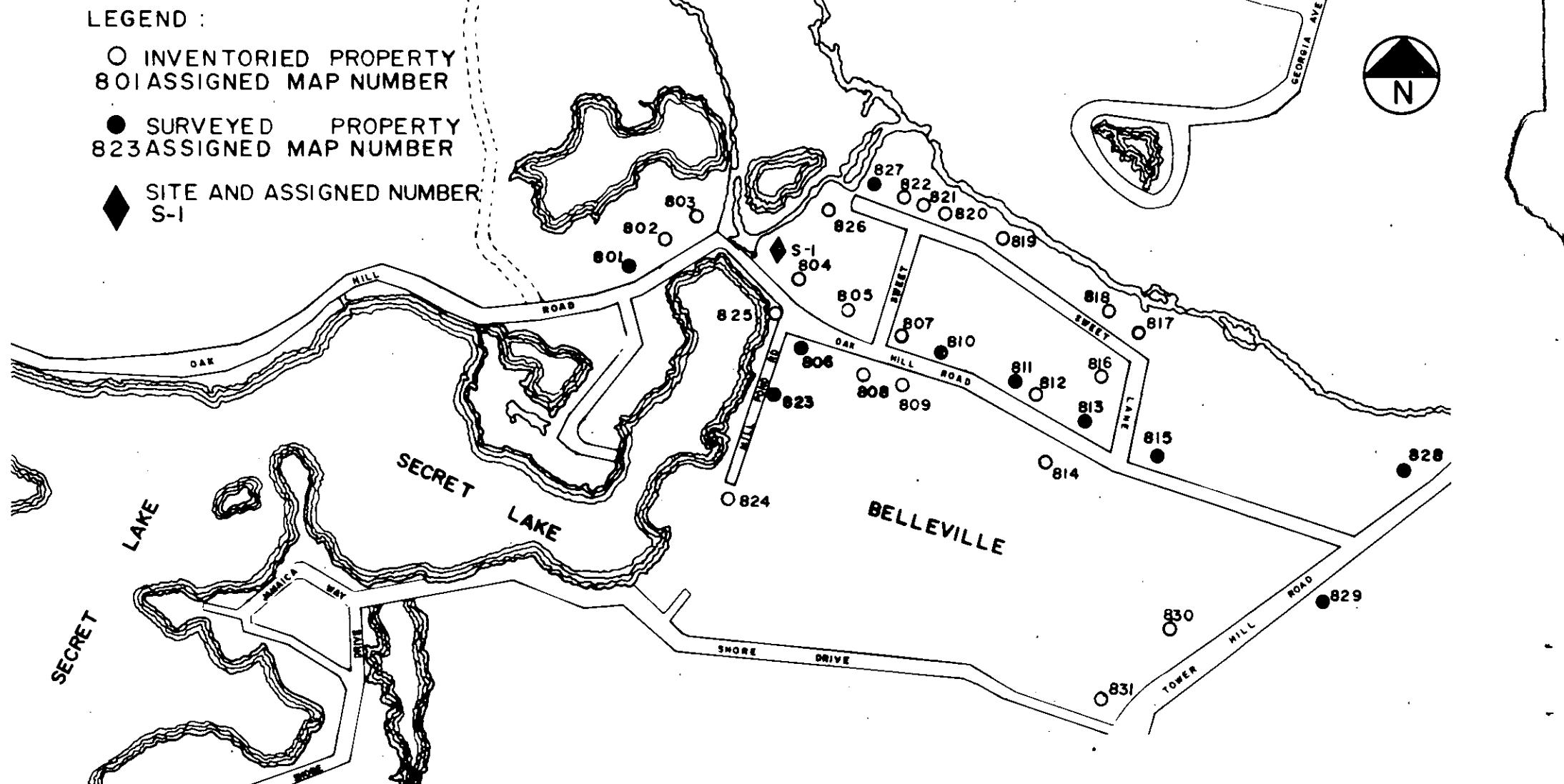


Fig. 87: Sample section of survey map showing Belleville Mill Village.

## APPENDIX F: INVENTORY

The inventory is a selective listing of sites, structures, districts, and objects of cultural significance in North Kingstown. Entries have historic, architectural, or archeological significance, either in themselves, by association, or, in the case of some buildings, as representative examples of a common architectural type.

The names associated with many buildings (such as 1341 Stony Lane, the Mary Arnold Farm) are either current names or the names of the earliest-known owner or occupant, taken, for the most part, from historical maps. More extensive research could change some of these designations. The majority of the building dates are based on stylistic analysis and on map histories. Unless otherwise indicated, all buildings are of wood-frame construction and have a gable roof.

Entries are listed alphabetically by street and then in numerical order by street number. Brief entries are given for several geographical areas and for villages and hamlets. Fuller accounts of each may be found in the text. Entries having no street number (bridges, sites, un-numbered houses, and so on) have been included in their normal sequence.

### Key:

- \*\* Structures listed individually or approved for nomination to the National Register of Historic Places.
- \* Structures within the Lafayette, Wickford, or Camp Endicott National Register Historic Districts.
- † Structures recommended for individual nomination to the National Register of Historic Places.
- ‡ Structures within recommended National Register Historic Districts.

### ADVENT STREET

- 19\* Advent Christian Church (1883): This attractive, Victorian Gothic, wood church retains its original varied exterior cladding—clapboards, shingles, vertical boards and battens—on the different stages of the tower. Other “gothic” features, in addition to the many, pointed windows, are the corner wall buttresses at the base of the tower, the steeple, and the trefoil vergeboard decoration in the gable.

### ALLENTON

The hamlet of Allenton is a 19th-century ancestor of the modern linear highway strip, growing up along the old Post Road with residences, a post office, school, church, and shops for the four nearby milling communities: Belleville and Narragansett to the north and Silver Spring and Shady Lea to the south. Although land purchase goes back to 1709, there was little activity here until the mid-19th century when, in 1848, the First Baptist Church of North Kingstown (founded, 1782) moved from Boston Neck to Allenton, and, a few years later, William H. Allen opened a store. A post office was established in 1858. The village has an excellent array of middle and late 19th-century workers cottages, most of which retain their Victorian door hoods and clapboarding. The old trees which line the road also contribute to the powerful sense of living history in this fine community. Inventoried buildings in Allenton include 1085 through 1310 Tower Hill Road.

### ANNAQUATUCKET ROAD

- 730 Mount Maple: A large, 2½-story, 5-bay, Victorian bracketed house with symmetrically disposed rear ells. A remarkable continuous veranda binds the two ells and the main block into a single form. The house was occupied by W. Gardner in 1862 and by Edmund Cullen in 1895.

### ANNAQUATUCKET MILL HAMLET

A decayed, stone waste house along with mill foundations remain at the Annaquatucket Pond dam on which Featherbed Lane runs. Inventoried houses associated with the 1830s mill are at 88 and 99 Featherbed Lane.

### AUSTIN ROAD

- 170 Jabez Reynolds House (1676, 1730, 1802, 1977): A 2-story house with interior chimney and asymmetrical facade which was moved from its original site in 1802 (see 256 Essex Road). The western part includes a 17th-century-type room with a massive chamfered summer beam discovered recently under an 18th-century casing. Some of the beams are fire damaged, perhaps from King Phillip's War. Reynolds family history records that their mid-17th-century house was rebuilt in 1676 and again in 1730 and then moved in 1802.

### BAY STREET

- 6\* Chase-Thomas House (c. 1735): This 2½-story, central-chimney house is the oldest standing house in Wickford. In 1766, there was a wharf, smithy, and other buildings on the site as well. Jim Chase, a Black, Civil War veteran from Maryland, moved to Rhode Island after that war. He was a yeast manufacturer and well known throughout the region. His daughter, Mary Thomas, lived here until 1975.

- 18, 22\* Fred and Bill Lewis Houses (c. 1895): Two mirror-identical Late Victorian houses with entry porches on the outside of the pair (each unseen by the other) and bay windows on the inner half of the street facades. Number 18 was constructed before 1895, number 22 shortly after. The owners were Wickford fishermen Fred and Bill Lewis, two of the five fishing Lewis brothers.

### BEACH STREET

- 10 The Beechwood (after 1872): A large, 2½-story, clapboard building with decorative framing on the walling of the upper floor and a column-supported, wrap-around veranda. It was the summer home of Elisha Dyer (governor of Rhode Island from 1897 to 1900), later an inn and is now a senior-citizen center owned by the town. It is next to Cold Spring Beach, the town beach. West of The Beechwood stood the Cold Spring House, a resort hotel built by Thomas C. Peirce in 1881. The Cold Spring House had seventy-five rooms by about 1890 and was a particularly favorite resort of St. Louis families.

### BELLEVILLE MILL VILLAGE

Milling at Belleville dates from the early 19th century and developed through that century and into the 20th. There were 152 residents of the community in 1875. The mill buildings are gone but a variety of cottages and an old school remain, grouped about Secret Lake, one of the two mill ponds. Oak Hill Road (numbers 75 through 217), Sweet Lane, and Mill Pond Drive have buildings inventoried in this report.

### BOONE STREET

- 100 North Kingstown Free Library (1974-1975): This brick, angle-plan building was designed by The Architect's Collaborative of Cambridge to take advantage of the view over Academy Cove and Wickford. The library association dates from 1898 (see entry for 55 Brown Street). Before then there were various library facilities in town, including one in the Guildhouse (see 15 Boston Neck Road) in 1889.

### BOSTON NECK

The land south of Wickford and east of the Mattatuxet and Pettaquamscutt Rivers constitutes Namecook, or Boston Neck. Initial land divisions, which date from the Pettaquamscutt Purchase of 1658, a mining and land-speculation ad-

venture, are reflected in the patterns of stone walls built for the large farms of the 18th and 19th century. Several of these, such as the Silas Casey Farm and those at 1510 and 2015 Boston Neck Road, remain. The stone walls from lost farms still add visual character to newer residential developments along the shore.

## BOSTON NECK ROAD

- \* Clarence L. Hussey Memorial Bridge (1925): Clarence L. Hussey, state bridge engineer, designed this, the only reinforced-concrete, through-arch span in the state. The first bridge linking Wickford and Boston Neck was built in 1843 by five Boston Neck residents led by Judge John Pitman and his son; they were owners of the Duck Cove estate. The town assumed control of the bridge six years later and replaced it in 1888 with an iron bridge, a delicate web-like truss structure. Most of the development of "the suburb," the area of Wickford south of the bridge, including the new town hall, came after the 1888 bridge.
- 15\* The Guildhouse (1889): A 2-story, clapboard and shingle, hip-roofed building with a sunburst motif on the doorhood. The Guildhouse was built next to the Episcopal rectory in 1889 as a parish house for St. Paul's Church. It housed the first free library for the town and now contains apartments. The architect was Edgar B. Peck of Coventry and Providence, designer of the town hall.
- 25\* Former Episcopal Parsonage (1855, enlarged 1869): A simple, 1½-story, end-gable house with a bracketed door hood and a 2-story, tower-wing addition. The house once had scalloped vergeboard decoration similar to that at 90 West Main Street.
- 80\* North Kingstown Town Hall (1888): This handsome brick block with gabled frontispiece over the entrance achieves visual interest through a variety of textures of patterned bricks and bands of roughhewn stone. Most interior work has been lost in later remodeling but the fine wooden doorway on the side remains. The building, designed by Edgar B. Peck of Coventry and Providence, was described when it was opened as an "adaptation of Romanesque . . . giving it an imposing as well as substantial appearance."
- 130\* Dr. Harold Metcalf House (1903): Two-story, symmetrical Colonial Revival house designed by Hilton and Jackson, architects of the Gerald Albert House (c. 1905) at 194 Arlington Avenue in Providence. The especially handsome doorway has a rich combination of rusticated piers overlaid with Tuscan columns, Doric triglyphs, an ogee interlace transom, and a boldly sculptural curved pediment to unify it all. A separate entrance for the medical offices is on the north side. There is a barn on the property, in style similar to that of the house. Tradition has Dr. Metcalf driving his first car through the rear wall of the barn, he being used to horses which stopped on their own.
- 173\* A. Reynolds House (late 18th or early 19th century): A 2½-story, central-chimney, Federal house with an arched transom-light doorway. The house was turned into apartments

in the early 1940s to house the families of servicemen at Quonset.

- 240 Norman M. Isham House (1914-1915): A 2-story, shingled, Colonial Revival house with richly executed high Georgian Revival interior detailing. Norman Isham, the first scholar of early Rhode Island architecture, designed this as a summer home for himself. After the death of his wife he lived here permanently, adding an architecture studio to the property in 1922.
- 320 Ramblewood (1927 and later): Edgar L. Nock, an English-born horticulturist and dealer in precious stones, spent three decades developing this estate with species of rare plants and flowers from all over the world, including 300 varieties of azaleas, wisteria, and rhododendrons, and thousands of Japanese lilies. The twenty acres of gardens were formed into contrasting spaces—tightly enclosed path-and-water meanderings, woodsy pathways, and an open greensward. Nock's small house and a stone tool house, the latter called "Depression Castle" to commemorate the times, remain, but much of the garden was subdivided into house lots and developed during the 1950s.
- 420 Halfway House (late 19th century): A 1½-story, clapboard cottage with delicate, scolloped, veranda brackets and small Victorian interior-chimney. It was a tenant house for Duck Cove Farm, standing halfway between Hamilton and Wickford.
- 800t House (mid-19th century): This 1½-story, clapboard house, has been remodeled into apartments without destroying its exterior historical and architectural character. The delicate Victorian veranda and scalloped vergeboard are particularly fine.
- 820t Rudy's Market (c. 1817): A 2½-story, cross-gabled, mid-Victorian building heavily modernized on the first floor. A section to the rear seems to be of earlier construction. There was a store here by 1862, though this building, which also had a post office, probably was built in 1877. Annaquabucket Hall, where religious services of several denominations (as well as lectures and social events) were held, stood just north of this building but was demolished in 1977.
- 1029 G. H. Larned House (c. 1850): A 1½-story, 3-bay, flank- and cross-gable clapboard house with a delicate early Victorian fretwork veranda. The house is magnificently sited behind an unusually well crafted dry-stone wall.
- 1510 J. A. Browning House (c. 1800, 1930, 1935): A central chimney, 2½-story, 5-bay house with two 20th-century wings designed by Norman M. Isham. In 1850, this was a prosperous farm, valued at \$7,000 and producing potatoes, wool, butter, corn, rye, hay, and beef.
- 1600t Champ de Corbeau (1909): A large, 2½-story, shingled summer house which was designed by the New York and Saunderstown architect Grant LaFarge for his friend Owen Wister. Wister was the author of the first popular western novel, *The Virginian*, and of many other novels and stories, a political study of Europe at the time of World War I, and a biography of his friend Theodore Roosevelt. Much of this latter book was written here. The house has an asymmetrical facade on its entrance side, but a more formal side facing toward the water with projecting square bay windows and a Colonial Revival doorway.
- 2015 Wilbur Hazard Farm (c. 1856): The 2-story, 5-bay, colonial house type continued through the 19th century, as evidenced by this handsome farmhouse, which acquired a 2-story, octagonal bay with a candlesnuffer roof with a view eastward over Narragansett Bay. The handsome cow barn is believed to have been built in 1865 and the horse barn built in 1893. Wilbur Hazard's farm produced large quantities of corn, butter, potatoes, and meat and smaller amounts of rye, oats, and hay in 1850.
- + Crowfield (1907): This generous, 2-story, gambrel-roofed, shingled house was designed by architect James P. Jamieson, of Philadelphia, for Eliza Cope, widow of Philadelphia architect Walter Cope. The Cope family were members of the group of interrelated early Saunderstown summer residents.
- \*\* Silas Casey Farm (after 1724): Now owned by the Society for the Preservation of New England Antiquities and open to the public, this 300-acre farm has fine stone walls, open fields, actively used outbuildings, a mid-18th-century house, and an assortment of animals beloved by visiting children. The central-chimney, 2-story house was built by Daniel Coggeshall of Newport between 1724 and 1760 and has the gable-on-hip roof form common in that city. An early 1-room, 1-story ell projects from the north wall at the east end of the house. Severely plain interior detailing includes flat S-shaped balusters and turnip finials on the front stair, fireplaces with paneled overmantles on the first floor, and bolection molding in the upstairs chambers. Coggeshall's son-in-law, Silas Casey, was an East Greenwich merchant who lost four vessels in the Revolutionary War. Bullet scars in his country house recall a skirmish between local patriots and British sailors. The public-spirited and military-minded Casey family, who continued to summer here, included a Civil War general, Thomas Lincoln Casey, who was also chief engineer of the United States Army, overseeing construction of the Washington Monument and the Library of Congress. Architect Edward Pearce Casey gave the farm to SPNEA in 1940.
- 2500 Saunderstown Country Store (c. 1914): This simple, 2½-story, shingle and clapboard building, which once faced onto Ferry Road, was the Saunderstown Post Office before 1971.
- 2549 Former "Fire Barn," now Town Recreation Building (before 1904): This simple, 2-story, shingled building has had an interesting history: it was a community hall for theatricals, dances, and public suppers before 1905, when it was converted into a "fire barn." By 1909, it sheltered the first motorized fire apparatus in South County, an Oldsmobile chassis fitted with a fire truck body. After the construction of the new Saunderstown fire station in the mid-1960s, it once again became a recreation center.

2590 **Henry S. Newcombe House (1921-1922):** A 2½-story, Colonial Revival house designed by Jackson, Robertson and Adams of Providence and built on the foundation of the 17th-century, Willet-Carpenter House. Owen Wister wrote most of *Lady Baltimore* under four sycamore maples here but was dissuaded from purchasing the Carpenter House when the Misses Carpenter insisted upon a deed restriction forbidding alcohol on the premises.

#### BROWN STREET

1\* **Waterside Mill (1865):** This 2-story brick mill with a small tower was built by the American Bobbin Company, owned by General Walter B. Chapin, on the site of "The Wattering Place," a colonial shipyard. In 1881, William Gregory, later governor of Rhode Island, purchased the mill and used it for the manufacture of cotton worsted for menswear. By 1887 the mill employed seventy-five hands. Today it houses a variety of businesses and residences.

30\* **The Second Jabez Bullock House (c. 1839):** This especially attractive Greek Revival house, a type rare in North Kingstown, has a Doric portico with fluted columns, wide-board entablature closing the end gable, paneled corner pilasters with capitals, and an appropriate setting behind a delicate wooden fence. The house is believed to have been built for Jabez Bullock's second wife who didn't want her predecessor's larger house at 56 Main Street. It is now sensitively adapted to a shop and a residence.

38\* **William Gregory House (1883):** A 2½-story, cross-gable, Queen Anne house with a rich array of decorative motifs: a wooden sunflower plaque with the date of construction, patterned shingles, a variety of window sizes and shapes, and a turret. The house was first occupied by millowner and later Governor William Gregory before he moved south of the bridge (see 15 Oakland Avenue). Later it was owned by Dr. Harold Metcalf, before he too moved south (see 130 Boston Neck Road).

50\* **Joseph C. Sanford House (c. 1824):** A 2-story, square-plan Federal house with a hipped roof and monitor around the central chimney. The door is transitional between Federal and Greek Revival styles, with its paneled pilaster strips, sidelights, and wide board architrave predicting the later style while the four projecting consoles supporting a richly sculptural cornice are earlier in character. A Victorian scrollwork porch graces the north side. The house is similar to a type common in Providence during this period. There is one other like it in North Kingstown, at 717 Tower Hill Road, also built by Joseph C. Sanford. Sanford was milling at Kettle Hole and at the Narragansett Mills near Belleville. He was also a mariner and owner of the sloop *Lucy Emeline*.

55 **Town Hall Annex, formerly North Kingstown Free Library (1898):** This richly detailed late 19th-century building was designed in the form of a prostyle Tuscan temple, with free-standing columns projecting in front. The architect was F. J. Sawtelle of Providence and the style was described at the

time as "Colonial." Library and offices were on the first floor and a hall and lecture room on the second. C. Allen Chadsey, merchant, was the building's principal benefactor.

#### CAMP ENDICOTT

Camp Endicott is the 7-acre National Register Historic District within the Navy-retained lands at Davisville that includes seventeen quonset huts. For further information see inventory entry for Davisville Construction Battalion Center.

#### CHADSEY ROAD

The name "Chadsey Road" memorializes the family which farmed at Sand Hill before 1720 and the remarkable Alfred Blair Chadsey, a 19th-century scientific agriculturalist who worked on the development of chemical fertilizers and developed an important regional wholesale distribution of his special varieties of vegetable seeds, grown on the Chadsey homestead farm. The farm buildings no longer stand. A handful of houses remain as a testament to the thriving mill village, Sand Hill or Sandy Hill, which stood from 1815 throughout the 19th century along this road.

146 **Reynolds Mill House:** A 1½-story, flank-gable, double mill house, now shingled, which belonged to Albert S. Reynolds, who was involved in manufacturing both at Sand Hill and at Davisville.

250 **Mill House (mid-19th century):** This richly detailed 1½-story, end-gable mill house with bracketed eaves, a bay window, unusual window hoods, and an elaborate doorhead, belonged to W. F. Spink's Kingston Worsted Mills, one of the Sand Hill community's two industries in 1895.

#### CHAMPLIN ROAD

180 **Champlin House (mid-19th century and c. 1900):** A 1½-story, shingle house with gambrel and mansard roofs and a veranda on a rustic stone foundation. This is probably a mid-19th-century farmhouse, built by the Champlin family, which inherited part of the large Gardiner landholdings. It was remodeled as a summer cottage about 1900 and leased to the Girl's Friendly Society of the Episcopal Diocese as Holiday House. There was a stop on the Sea View Railway here.

#### CHURCH LANE

62\*\* **Old Saint Paul's Church (1707, moved 1800, restored 1920s):** This famous building has a doorway that, with its pilasters and high arched broken segmental pediment, is one of the earliest reflections of English classical design in the colonies. This oldest standing Anglican church building in Rhode Island was erected at The Platform on Shermantown Road in 1707, where it served as a center of Narragansett society in the 18th century. It was moved to Wickford in 1800 after that society dispersed and Wickford began its period of greatest growth. It was placed on a site designated for a

church before 1734. The building, which as a New England meetinghouse form, with pulpit (a 1920s reconstruction of the original) on the long side, has an exposed interior frame, a plastered barrel-vaulted ceiling, a gallery dating from 1723, and square pews from around 1800. Its present surroundings of cemeteries and fields is a reminder of its first situation: a church in the country. A mid-20th-century landscaped walkway (see Main Street) makes the connection between the old church and Main Street. The church's remarkable history is the subject of many books and articles.

#### CHURCH WAY

65 **Chapel of Saint John the Divine (1895 and 1971):** Land for this picturesque shingled chapel in Saunderstown was given by the Misses Carpenter, descendants of the Willett family, as a memorial to their sister. Elisha M. Robinson of Wakefield was the builder and the Reverend Philip M. Prescott, a summer resident from Washington, D.C., who donated \$2,200 to the building, oversaw its construction. Rockwell K. du Moulin was architect of the new wing, a textbook example of how to relate new construction to an historical building without destroying the integrity of either.

Elizabeth G. Herbert House (1973-1974): An octagonal, vertically boarded house designed by Lyrinda Storch, graduate of the Rhode Island School of Design.

#### COTTRELL ROAD

Outerbridge House (1933): A 2½-story, vaguely valley-of-the-Loire mansard house designed by architect Alexander Knox for a granddaughter of Benoni Lockwood, founder of the Saunderstown summer colony.

Alexander Knox House (1935, 1938): This modern frame and brick house, viewed from the water, is dramatically massed, with large glazed areas, projecting pergolas, and chimneys as vertical axes in a spreading composition. The entrance side is more formal. The house was designed by New York City architect and city planner Alexander Knox for his own occupancy and is an early Rhode Island example of advanced modern design.

195 DeWildt House (1936): This picturesque, "French Provincial," towered, brick and slate house, with extensive landscaped grounds, was designed by Byron H. Sheppard of Providence for landscape architect Hugo H. DeWildt, owner of Greenwood Nurseries in Warwick.

#### CRESCENT DRIVE

35 **Sam Spink House (c. 1798 and c. 1941) and Kiefer Park (1938-1940):** A central-chimney, 2½-story, 5-bay house built about 1798 for Sam Spink. The house was occupied in the early 20th century by the Albert Cole family and was the center of their 138-acre Quonset Farm. In 1941, the house was sold to the Navy for duplex housing for civilian workers at the base. The Sam Spink House stands in Kiefer Park, a community of 150 houses which were once beach

cottages on the south shore of Quonset Point. Many had just been reconstructed after the 1938 hurricane, when, during the fall of 1940, they were moved out of the way of the new Naval Air Station and arranged at this site to house civilian workers.

#### CROWFIELD

Crowfield is the name of the proposed National Register Historic District to be bounded by Crowfield Road on the north and Boston Neck Road on the west and to encompass the houses known as Champ de Corbeau (1600 Boston Neck Road), with its gatehouse, and Crowfield to its east. Two other houses of the same early 20th-century style adjacent to the north of these houses are included.

#### DAVISVILLE

**Old Davisville:** Land along Davisville Road was owned after 1694 by Joshua Davis who lived in nearby East Greenwich. A gristmill had been established on the North Kingstown side of Hunt River about 1700, and by the early 19th century a carding mill for hand weaving was in operation which expanded later with water-powered woolen looms. By 1852, there was a store and post office. The mills are now gone but five houses built by the Davis family and business partners remain and are within the proposed Old Davisville National Register Historic District. These houses are numbered 296 through 401 Davisville Road.

**Davisville Station:** In the early 1870s, the Davis family sold land adjacent to the railway depot to a developer who platted it as a subdivision and sold lots. In 1889, the Reynolds Manufacturing Company built a steam mill and by 1897 there were two chicken farms, a blacksmith, a school, lumber yard, a pants factory, the post office which had been nearer the Hunt River, and about forty houses, as well as the steam mill. The mill is gone, but houses, a store, the pants factory, a community hall, and a library remain. Inventoried buildings are on Davisville Road, Old Baptist Road, and Grove Street.

#### DAVISVILLE CONSTRUCTION BATTALION CENTER

The Davisville Advanced Base Depot, the Navy's first for World War II, was established in March, 1942, to the north of Quonset Naval Air Station to support operations initially housed at Quonset, including George A. Fuller & Company and Merritt, Chapman & Scott, private contractors for the construction of overseas bases for Great Britain under the Lend Lease Act of 1941. The world's first 32,253 Quonset huts were manufactured at Davisville. One of the earliest training centers for the Seabees, the famous military construction unit, was here, and enormous quantities of wartime materiel were developed, tested, and shipped from the two Davisville deep-water piers. The base included 1934 acres with 315 buildings in 1974. The Navy retains a small

section of the Davisville C.B.C. today while other parts are used by private companies, many involved in deep-water oil exploration. Inventoried structures at Davisville are the Seabee Bee, the Allen-Madison House, and the Camp Endicott Quonset huts.

- \*\* **Allen-Madison House, Building D-272 (1801):** This typical Federal farmhouse, with its well preserved fireplace treatments, is the only memorial in this part of Quidnessett to the rich agricultural and trading history of the region. Settlement of the land dates from 1671 with the Westcott family. On the site from the mid-18th century was the home of John Allen, a North Kingstown political leader whose sloop carried building stone from Allen's Harbor to all Narragansett Bay ports and, during the Revolutionary War, supplies to the Colonial army in Tiverton. John Allen's house was burned by Quidnessett Tories during the war and was not reconstructed until 1801. The present kitchen ell was a private school which was moved to its present location later in the 19th century.
- The Seabee Bee (1942 and 1969):** This famous feisty tool-toting wasp was created in 1942 as the symbol of the Navy Construction Battalions by a young Rhode Island designer, Frank J. Iafrate, who was a draftsman for the Quonset N.A.S. The bee was chosen as an emblem for its building skills, social organization, and aggressiveness, characteristics of the fighting construction units in training at the base. The painted metal sculpture at the entrance to the camp is a later rendition of the historic cartoon and stands on a pontoon, one of the Advance Base Proving Ground's most important products. Pontoon dry docks, seaplane ramps, barges, piers, and causeways were crucial in the European invasions and in American advances in the South Pacific in World War II.
- \*\* **Camp Endicott Quonset Huts; Between B Street, Seventh Street and Tenth Street (1941-1942):** The galvanized corrugated steel quonset hut was invented in the spring of 1941 in North Kingstown by a team of architects and engineers of the George A. Fuller Company. It was a standard building unit for overseas bases which was inexpensive, lightweight to ship and easy to erect for use as barracks and a variety of other purposes (48 uses were programmed) in arctic to tropical weather conditions. The Navy alone erected over 160,000 throughout the world, of which the first 32,253 were manufactured at Davisville. The rapid invention and fabrication of the quonset huts (eleven weeks from the definition of problem to the first shipment) epitomizes the dogged, adaptive, problem-solving approach of the American war effort and is indicative of the nature of the country's success in World War II. The seventeen 40-by-100 foot huts at Camp Endicott, which are on the National Register of Historic Places, were manufactured by the Great Lakes Steel Corporation in Chicago in 1942 and were used as classrooms for training Seabees.
- Opposite 595 and 597
- 277† **Ezra Davis House (1805):** A 2½-story, central-entry, central-chimney, Federal house with a doorway with fanlight under pediment and fluted pilasters. This, the second Davis house in Davisville, was moved a few feet north in 1856 when Bellefield (299 Davisville Road) was built.
- 296† **Joshua Davis House (c. 1715 and 1820):** This 2-story clapboard house with an unusual plan was built in two and possibly three stages from the early 18th century as Joshua Davis' second home (his first was in East Greenwich). Architect John Hutchins Cady, who restored the house in 1948 for historian William Davis Miller, believed that the large central room with summer beam may have been part of a 1-room "stone-ender." The plan of the older, western part is unusual for an 18th-century house, with its chimney well off center, much like the Thomas Hill House (390 Forge Road). The eastern section of the house and the front door were added by the second Joshua Davis in 1820.
- 299† **Bellefield (1856; barn, 1883):** An unusually well maintained and substantial, 2½-story, Victorian house, typical of the mid-1850s in its mixing of Greek Revival form with bracketed Italianate detailing. The rich interior finish is from the 19th century. The property includes a chain of outbuildings, an 1883 barn, large open fields, fences and stone walls, and the Davis family cemetery. The house was built by James M. Davis on the site of the Ezra Davis House, which was moved to the north (277 Davisville Road).
- 345† **Henry Sweet House (before 1855):** A handsome end-gable, clapboard house with bracketed eaves and cornice, projecting door hood, and a barn with jerkinhead gables. Henry Sweet was a Davis mill superintendent, a bank president, state legislator, and son-in-law and next door neighbor of Ezra Davis.
- 401 **Quidnessett Baptist Church Parsonage (1872):** A 2-story, end-gable house with Greek Revival doorway built and maintained by James M. Davis for the church.
- 481 **Davisville Library (1923-1924):** This flank-gable Colonial Revival library building with two bay windows and carved doorway and mantel piece, designed by the Providence architectural firm of Jackson, Robertson and Adams, was built in 1924 on land given by the Dyer family.

#### DRY BRIDGE ROAD

**Potato Barn (mid-20th century):** This gambrel-roofed barn built partially below grade is a reminder of the long history of potato farming in the Slocum area.

#### ELAM STREET

- 10\* **House, former Baptist Parsonage (mid-19th century):** This simple flank-gable, 5-bay, clapboard cottage with Greek Revival detailing appears on Wickford maps from 1862 through 1895 as the Baptist Parsonage.
- 40\* **Captain Jacob Smith House (c. 1835):** Now altered, this unusual Greek Revival house has a Doric, 6-column porch gracing its end-gable main elevation. According to a November,

#### DAVISVILLE ROAD

1836, advertisement published in the *Newport Mercury*, Smith had employed Russell Warren to design his home. Warren was Rhode Island's most accomplished practitioner in the Greek Revival style, designing such important buildings as the several De Wolf mansions in Bristol; the Arcade in Providence (with William Bucklin); and the William Vernon mansion, Elmhurst, at One Mile Corner at the Newport-Middletown line.

61\* **James MacKenzie House (1804):** A 1½-story, central-chimney, clapboard house with modern dormers and additions to the rear. The house faced onto the street and bridge that connected Elamsville to Main Street from 1808 until the Great Gale of 1815. (The Brown Street Bridge was built in 1812.) James MacKenzie was variously a shipwright, mariner, and merchant and was probably the son of John MacKenzie, Wickford shipwright and housewright.

#### ELM DRIVE

90, 133, 138 **Duck Cove Farm (c. 1811 through 20th century):** Duck Cove Farm was an interesting mix of summer hideaway and productive specialty farm in the 19th and early 20th centuries. A 1935 plat map, made shortly before the first subdivision of the property (Duck Cove Bluffs), shows the farm stretching from the Nock estate to the north, west to Boston Neck Road, and south to Waldron Lane, including all of Duck Cove, Little Tree Point, and Wild Goose Ledge, areas which since have been developed for summer cottages and year-round houses. The farm was a vacation retreat for the interrelated Greene, Dyer, and Earle families but included peat and cranberry bogs, high-yield livestock and vegetable production, and the Homogansett nurseries with their ranges of greenhouses for ornamental plants and fruit trees. The nurseries bear the ancient Narragansett Indian name of the area, for this was an Indian ceremonial ground, summer home of the chieftains, and probably the place where the Indians and the white settlers first traded in land. The oldest building at Duck Cove Farm is the northern part of the Cottage at the end of Elm Drive, a 1½-story Federal house with end chimneys and many later additions: porch, ells, shed dormers, and a 2-story southern wing. The cottage was probably built about 1811 when the land was first sold by the Updike family. By 1839, the house was owned by Judge John Pitman of Providence, once the youngest judge of the Rhode Island Supreme Court. Randall Holden Greene of Brooklyn purchased the property in 1852 and may have built in that year the 2-story southern wing, an early Rhode Island essay in the picturesque style, with vertical board-and-batten siding and brackets, advocated by New York architecture writer Andrew Jackson Downing, and practiced by the Rhode Island architect Thomas A. Tefft. Greene so expanded his family in a late second marriage that he built a mansard second house just to the north in 1876, which is still a summer home for his descendants. A later Victorian house farther out on the point is now gone, but the splendid tenant's house to the west with its many gables and

dormers, unusual angled plan, and barn with dovecote and cupola, looks much as it would have when built even though it has been divided into apartments. The Homogansett greenhouses, which stood just north of the new Methodist Church on the main road, are gone, but another tenant house (see 420 Boston Neck Road) remains. The double row of over-arching elms over Elm Drive remains in old post cards and in many visitors' memories.

#### ESSEX ROAD

256 **Reynolds Homestead (1802):** A 2½-story, central chimney, Federal style house with an arched fanlight doorway. The house was built by William and Elizabeth Reynolds on the site of the first (1660s) Reynolds House (see 170 Austin Road). James Reynolds, of a Quaker family with branches in Bermuda, Carolina, and Pennsylvania, settled here in 1660. The present house may have been built by Ezra Davis (see 277 Davisville Road). It remained in the Reynolds family into the mid-20th century and retains a barn.

#### FAIRWAY

100 **North Kingstown High School (1957, 1963, 1970):** An extensive campus-plan school built in three sections from 1957 through 1970. The two western parts, designed by Warren Ashley of Hartford and by Robinson, Greene, Beretta of Providence, reflect, in cool rectilinear steel, glass, and masonry forms, the classical modernist style of Mies van der Rohe and his followers. The 1969-1970 extension, by the Providence Partnership, is of poured-in-place concrete walls which enclose a modular steel frame, and is a stylish development, to carpet design and directional graphics, of the advanced design mode of its time. The Great Room, a 150-by-210-foot loft teaching space, won national recognition for its flexible planning in 1970. This is a remarkably fine piece of civic architecture. North Kingstown's first high school classes met in various places in Wickford including the Gregory Building (1 Main Street) until a room was designated for them in the 1907 school building which is now the Wickford Elementary School.

#### FEATHERBED LANE

Annaquabucket Mill Site (1832 and 1875): The remaining dilapidated stone building near the creek was shown as a cotton house and waste house on a late 19th-century insurance drawing. Foundations of the main building, a 1-story frame structure, 30 by 100 feet, are just to the south. This latter building was built in 1875 and leased to the Hamilton Web Company after Esbon Sanford's 1832 mill was destroyed by fire. Featherbed Lane was a private road on top of a 200-by-8-foot retaining wall and gravel dam in the late 19th century.

88 **Esbon Sanford House (c. 1832):** This unusual, 5-bay, 1½-story house with an ell is associated with Esbon Sanford, who began milling at Annaquabucket in 1832. Decorative elements are transitional in style between Federal and Greek

Revival. The doorway has sidelights but not the heavy lintel of the latter style and the corner posts have an unusual molded recessed panel which turns the corner, somewhat like the Case-Gardiner House (41 Main Street) in Wickford of 1786. The apparent central chimney actually splits into two stacks around a central hall. There is a Victorian fence in front, veranda on the ell with decorative supports, and both 6-over-6 and 12-over-12 windows in the house.

99†† **Stephen Northup House (late 17th or early 18th century with mid-18th- and 19th-century additions):** A long, 2-story, shingled house with a central chimney and an off-center doorway. The southern end of the house has heavy chamfered framing on the ground floor with a magnificent long summer beam typical of late 17th- and early 18th-century construction. The northern addition has beaded corner posts and raised paneled doors of mid-18th-century type. A double kitchen and staircase ell was added to the rear in the 19th century to make the building a double house for mill workers. Further research is necessary on both the building fabric and on the history of the Northup family to determine the age of this early building, one of the more important in North Kingstown.

#### FERRY ROAD

20 **Saunderstown Post Office, former Narragansett Baptist Church (1902):** This 1-story, hipped-roof building with a 2-story, hipped-roof entrance tower was built in 1902 as a Baptist mission chapel. It became the Narragansett Baptist Church in 1908 when a large part of the congregation which had met at the South Ferry Baptist Church moved here, taking the old church records with them. The tower was once open on the upper level with arched arcades. This is one of the two village post offices remaining in North Kingstown, all other postal service having been consolidated at Wickford in 1958.

45 **Willett Free Library (1902 and later):** This little shingled building with attractive Colonial Revival portico grew out of a local literary club that met in the Saunders Homestead. Owen Wister, Grant LaFarge, and Miss Caroline Hazard spoke at its dedication.

80 **Winslow Ames House (1958):** This modern shed-roofed house clad in weathered vertical boarding was designed by Rhode Island architect Rockwell K. du Moulin for art historian Winslow Ames.

161 **Daniel Saunders-Benoni Lockwood House (c. 1855 and later):** A rambling, 2-story, clapboard house with several gables and eaves edged in an attractive vergeboard pattern. The core of the house was built by Daniel Saunders, one of the four brothers who came to Willettville (Saunderstown) in 1855 to found a marine railway and shipyard. After 1875, the house was occupied by Major Benoni Lockwood of New York, the first out-of-state summer resident in Saunderstown and creator, through his many friends and relations, of the Saunderstown summer community.

166 **Saunders Homestead (c. 1855):** A 2-story, gambrel-roof

house with a projecting 2-story entrance bay with a pedimented, 2-story entrance bay with a large, door-like 2nd-story window over the front door, partially screened by a balustrade. This was the home of Captain John Aldrich Saunders, Jr., who moved to Willettville in 1855 in order to create the marine railway and shipyard. Stillman Saunders, steam ferry designer and founder of both the Narragansett Transportation Company and of the Saunders House Hotel, later lived here. The house was at first a 1-story, gable cottage which was expanded and given the popular gambrel roof in the 1930s.

#### FISHING COVE ROAD

44, 88 Cedarhurst Farm (18th century and 20th century): The attractive complex of buildings, including several houses, barns, and outbuildings, appears on the map of the Updike Cocomussooc holdings of 1802 as Sauga Farm, named for nearby Sauga Point. One house (number 44) is a gambrel-roofed building, heavily remodeled in the 20th century, but retaining a large, stone, kitchen fireplace in the basement which could be very old, and possibly confirming the theory of a 20th-century resident that the structures are partially 17th century. Cedarhurst Farm, near Quonset Naval Air Station, was the site of a remarkable unexecuted development scheme of 1941, designed by Washington, D.C., architect Alan B. Mills, which proposed a large commercial area, with an hotel and a variety of other establishments arranged symmetrically about an axis. The residential areas were planned to retain the historic buildings.

#### FLETCHER ROAD

170† Wightman Farm, now Swanholme (early or mid-18th century with 19th-century additions): Standing close to Harrison Avenue is an important 2½-story house with an overhanging gable end to the east, narrow sash windows, and, inside, extensive 18th-century paneling, chimney breasts and a corner cabinet. As in the Esbon Sanford House at 88 Featherbed Lane, the apparent central chimney shifts into two chimney stacks (united in the attic in an inverted "Y") around a central hall. Doubled structural framing in the interior suggests that this unusual chimney form may be an accommodation of an earlier end-chimney stage of the house to a westward expansion. An area of 17th-century type framing remains in the southeast corner of the basement. The first George Wightman, who lived in Quidnessett by 1663, was born in England, was probably a Baptist, was the younger brother of an Indian interpreter who worked for Roger Williams, and married Elizabeth Updike of Cocomussooc. He was active in Rhode Island politics and owned 2000 acres in North Kingstown, Exeter, and Westerly. The 19th- and 20th-century history of the farm is complex, with various portions of the land often encompassed in other large Quidnessett landholdings. In 1905, a land division went through the middle of the Wightman House. The west half was owned by Isaac Goff as part of Mount Farm (see

Mount View) and the east half by Mary F. Waldron (see 270 Fletcher Road). In 1925, it was Cedar Crest Farm, owned by Joseph E. Fletcher, who lived at 270 Fletcher Road and used the Wightman Farm as part of what was once characterized as "the only harness horsebreeding establishment" in the state. From the 1930s to 1951 the land was part of the Knight landholdings, centered on the present Quidnessett Country Club (see North Quidnessett Road). Now the house and the late 1930s barns, along with about 90 acres, comprise the dairy farm Swanholme. Swanholme has about 70 Holstein cows, 45 acres in field corn, 7 acres in sweet corn, an acre in vegetables, and 14 bee hives. Thus, over three centuries of continuous agricultural activity are represented on this land.

270† Waldron-Fletcher House (mid-19th century and later): This once simple, 5-bay, Greek Revival house later acquired elaborate fretwork in twin front gables, two 4-story octagonal towers with iron cresting, and a wrap-around veranda with upper and lower balustrades. A bowling alley remains in the "casino" behind. Nathan B. Waldron, who probably made the clever modifications, was a Providence wholesale grocer.

290† G. W. T. Allen House (mid-19th century): A 2½-story, central-hallway, 5-bay house which demonstrates how a typical Federal house type with Greek Revival detailing could be constructed well into the 19th century. The house was once a summer home of Warwick mill owner Webster Knight, who kept a large collection of antique automobiles in the barn.

772 House, formerly Union Baptist Church (1839): A small, 1-story, end-gable house with a Greek Revival doorway and sidelights. The building was constructed in 1839 in the then center of the Quidnessett community for a congregation which had been established in 1828 as a branch of the 1782 First Baptist Church on Boston Neck. The shift of the church site to the Post Road in 1842 indicates the refocusing of the population in the Quidnessett area.

#### FORGE ROAD

390 Hill-Reynolds-Lawrence House (after 1720, with many later additions and changes): The old part of this 2½-story house has an unusual plan with the single interior chimney well to one side of the center of the house, leaving a small room between it and the exterior wall. Thomas Hill came to Rhode Island from Massachusetts after 1720 and was involved in sawmill, fulling-mill, and gristmill operations on the Hunt River on the site of the later Greene anchor works. The house was recorded by Historic American Buildings Survey in 1934 but has been much changed since.

#### FORRESTAL AVENUE

Hoskins Park (1953, 1960): A 350-unit housing-development built to house Navy personnel in 2-story row houses, loosely arranged about open courtyards, and united by curving Forrestal Avenue. The complex was privately built in 1953 by Bay Shore Realty to designs of The Architect's

Collaborative and was remodeled (garages added) to designs of Christopher Dutra when the Navy purchased the property in 1960. A school was constructed in 1973.

#### FOWLER STREET

\* Site of Quaker Meeting House and Cemetery: Historical Cemetery number 62, a Quaker cemetery, and the land south to Friend Street was the site of Wickford's Quaker meetinghouse, built in 1797 and active intermittently through the 1830s. The meetinghouse was moved in 1856 to the Hamilton area and converted into a house.

150\* State Fish Hatchery (1938): At the end of a long walkway is the shingled building and docks which are the post-1938-hurricane replacement of the lobster hatchery established here about 1900. This was one of the earliest lobster hatcheries in the nation.

#### FRENCHTOWN ROAD

Brown and Sharpe Manufacturing Company (1962-1964, 1969): A 165-acre industrial tract, Precision Park, with one of the world's largest and oldest machine-tool companies housed in a new 14-acre plant. Land purchases in North Kingstown, home of Henry D. Sharpe, company president, date from the 1940s. The company, which was founded in 1833, moved from Providence in 1964 into the new plant, designed by Fenton Keyes Associates. It was the largest pre-cast-concrete structure in the nation during its first year of operation and has many unusual structural and planning features relating to the manufacture of precision tools and the unusually heavy equipment involved. The Japanese garden in the court of the corporate offices was planned by Henry D. Sharpe's mother, Mary Elizabeth Sharpe.

#### GARDINER AVENUE

24\* Phillips House (late 19th century): A charming, 3-bay, end-gable, Late Victorian cottage with patterned shingles and clapboarding and an unusual vergeboard decoration that forms a large pointed arch.

25\* Stephen Straight House (after 1895): A 2-story version of the 5-bay Lafayette house type. Stephen Straight and two of his seven children worked as weavers and tended the famous gardens which once won a Governor's prize.

#### GILBERT STUART ROAD

495 William Peirce Farm (1812): A large, 2½-story, 5-bay, central-chimney, clapboarded house which had its windows and doorway "modernized" in the late 19th century. William Peirce lived here in 1855.

933†† Joseph Peirce House (largely 18th century, with possible 17th-century parts, and 19th- and 20th-century additions): This lovely, clapboard, 1½-story, gambrel-roof house is set among outbuildings, stone walls, and extensive land holdings to form an unusually well preserved South County scene that probably maintains the form and character of a

small 18th-century farm. The oldest part of the house, the southern section, has Federal woodwork which may mask the structure of a former, gable-roof, 1-room building of an earlier period. The kitchen in the basement, which had a dirt floor until recent times, is believed to have housed slaves. Joseph Peirce owned the house early in the 19th century. In the early 20th century, it was the home of China scholar George N. Kates.

815\*\* **Gilbert Stuart Birthplace (1753, 1757; restored, 1930):** Gilbert Stuart, America's foremost portrait painter of the 18th century, was born in 1755 in the gambrel-roofed house at the point where the Mattatuxet River flows into the Pettaquamscutt. Milling on this site may date from the 1660s. By 1686, Thomas Mumford was engaged in saw-milling and fulling here, and the mills continued to be important to the region in the early 18th century. The gambrel-roof snuff mill and house were built in 1753 by Dr. Thomas Moffatt and Gilbert Stuart's father who was brought to North Kingstown from Scotland in order to launch a new industry: snuff grinding, the first in New England. The new endeavor did poorly but the young artist, trained in Newport and in England, did very well indeed. In the 19th century, as Hammond's Mill, the gristmill, which had been built about 1757 to the east of the snuff mill, achieved fame in its own right for its especially fine-grained granite mill stones, to which corn was brought from all over the Narragansett Country and turned into flour for the famous Rhode Island Johnnycakes. In 1927, an association was formed for the preservation of the mill as a memorial to Gilbert Stuart and the gambrel-roof house and mill building were restored under the direction of Norman Isham, furnished with period furniture, tools, and a c. 1800 working snuff mill with iron mortar and pestle and wooden gears which were brought from England. Wickford builders Joseph and William Bullock built a new wooden undershot wheel to drive the mill works. The snuff mill and home and the partially restored gristmill are now open to the public.

**Pausacaco Lodge (1908, 1923):** Just north of Carr's Pond, Pausacaco Lodge, a woodsy retreat built in the style of Adirondack mountain lodges, was owned cooperatively by a group of Brown University professors. Another lodge was established in Charlestown on the Indian common lands opened in 1880 and consciously retained its Indian associations. Pausacaco had to be content with reviving the Indian name for Carr's Pond and hiring an Indian cook. The building, a rustic structure in hewn wood and fieldstone, was built in 1908 and rebuilt under the direction of architect John Hutchins Cady and contractor George N. Oatley after a fire in 1922. It is now owned by a group of families and is well preserved.

**Hammond Hill (c. 1912-1914):** A group of five, large shingled houses built as summer homes by several inter-related families, mostly from Providence, who engaged in experimental farming on the land on the crest of Hammond Hill. George N. Oatley was contractor of at least two of the

houses. The Hammond family cemetery lies to the west of the Pitts House, the southwestern one of the group. Joseph Hammond, born 1690 near Taunton, bought land here in 1716 and gave his name to the hill, to the mill where Gilbert Stuart was born, and to some of the town's more picturesque folk tales. Some time around 1730, Dean George Berkeley, the great Irish theologian, then living in Middletown, discovered Hammond Hill, probably through his travels with Reverend Dr. MacSparran, whose home, The Glebe, was located two miles to the south. He chose this high spot as a site for the college that he had come to America to found. Funding did not come from the English Parliament as had been hoped, so Dean Berkely had to return to England disappointed. Hammond Hill was known as College Reservation for some years afterwards as a memorial to this brush with greatness.

#### GOULD WAY

22

**Gould-Osborne House (c. 1900 with later changes):** The original part of this house was built as a caretaker cottage for the La Farge estate and occupied by Alfonzo Gould, a retired sailor. The house later was occupied by Margaret La Farge Osborne and was much added to and much remodeled, some of it in a Colonial Revival mode by architect and Osborne cousin Alexander Knox.

#### GRIFFITH ROAD

**The Clearing (1916):** This large, 2-story, L-shaped, shingled house fronting on the bay was built by William and Ellen Griffith of Philadelphia. Mrs. Griffith was a well known author of novels, plays, and children's stories. The architect may have been James P. Jamieson, designer of Crowfield.

#### HAMILTON MILL VILLAGE

The present narrow-fabrics industry at Hamilton continues a mid-19th-century company which built most of the remarkable mill village between Boston Neck Road and Bissell's Cove. Milling has taken place at this site since 1687. inventoried buildings at Hamilton are on Web Avenue, Salisbury Avenue, at 800 and 820 Boston Neck Road, and 35 Weavers Road. All but 35 Weavers Road are within the proposed Hamilton National Register Historic District. The district, which includes land east of the newer part of Boston Neck Road, south of the Annaquaticket River and Bissell's Cove, and north of Salisbury Avenue, including lots on the south side of Salisbury Avenue, has been approved for nomination.

#### HATCHERY ROAD

424

**Goose Neck Spring State Hatchery (1921):** A variety of hipped-roof, frame and masonry buildings and a long line of wire-enclosed pools where trout are hatched and nurtured

before transportation to streams and ponds throughout the state. This, the third state hatchery since 1871, was constructed on the site of an 18th-century Rathbun house. **Rathbun House (mid-18th century):** This 1½-story, 5-bay, central-chimney house may be the second oldest of the four Rathbun houses once dotted over the large Rathbun landholdings in the Hatchery Road area. It is the only one that remains. With its two raised-panel, ceiling-high chimney breasts, it would seem to date from the mid-18th century. It is a typical Rhode Island rural house form of that time. The keeping-room fireplace with an oven in the back is another indicator of the age of the house. Hatchery Road, to the west of this house, was, in 1978, one of the last unpaved public roads in North Kingstown.

#### INDIAN CORNER ROAD

**House near Tuckahoe Turf Farm (18th or early 19th century):** A 1½-story, 5-bay house with a central chimney and slightly asymmetrical facade.

763

**Former Slocum Schoolhouse (1913):** Plans for this little hip-roofed school by architect William Walker and Son are lodged in the North Kingstown Town Hall vault. It was built to replace an earlier frame building, now a garage at 781 Indian Corner Road.

781

**Former School Number Fifteen (mid-19th century):** A simple 1-room, clapboard school building retaining much old finishing, now in service as a garage. The Slocumville School District was also known as College Plain in the mid-19th century.

897

**Jonathan Slocum House and Store (early 19th century with later changes):** Much altered, 2-story, shingled, L-shaped building with gable end toward road. Jonathan Slocum insured this house in 1839 as well as his store which then stood just to the west. This building served as a store and post office until after World War II.

#### INDIAN STREET

**Former St. Gabriel's Episcopal Mission, now American Indian Federation (1898):** A small, end-gable, 1-story, shingled chapel with yellow stained-glass windows. Built as an Episcopal chapel, the building has been used by the American Indian Federation since 1944.

#### KING STREET

44\*

**Phebe Essex House (late 19th century):** An end-gable, clapboard mill house with elaborate door hood and scroll-work veranda in front of the kitchen ell.

#### KING PHILLIP DRIVE

**Quonset Manor (platted 1943):** A residential subdivision based on an attractive curving road which was sensitively fitted to the shape of the land, Quonset Manor is an early example of modern subdivision planning in Rhode Island.

## LAFAYETTE MILL VILLAGE

The mill village of Lafayette, created largely by Robert Rodman between the 1840s and the 1880s straddles Ten Rod Road and includes a variety of middle-and-late-19th-century structures. Indian Road, King, Gardiner, and Advent Streets, Lafayette Road, and Ten Rod Road have buildings in the inventory.

## LAFAYETTE ROAD

54\* **Betsey Thomas House (c. 1827):** This simple, 1½-story, central-chimney house shows the persistence of 18th-century forms well into the 19th century.

673 **Thomas Farm (late 18th or early 19th century):** A small, 1½-story, central-chimney, much-added-to house with a steep gable roof. A Shingled barn on stone foundations stands across the road. It was occupied by the Thomas family in the late 19th century.

## LIBERTY ROAD

35 **Charles Jackson House (mid-19th century):** A 1½-story, 5-bay, clapboard house with a Greek Revival doorway. It was occupied in 1870 by Governor Charles Jackson, whose brief career in that office in 1845-1846 was ended by his politically ill-advised pardoning of jailed populist leader Thomas W. Dorr.

## LLOYD ROAD

175†† **Anna H. Donnelly House (1937-1938):** A large, 2-story house in wood-frame and tie-rod construction, sheathed with horizontal cypress boards. The Donnelly House was designed as a residence for a Philadelphia family by the important modernist Philadelphia architect George Howe and his young associate, Robert Montgomery Brown. With its crisp rectangular geometries and tightrope balance between the light plane of walls and the dark void of windows, it is an early New England example of what has been called the International Style, and was recognized as significant in two early guides to architecture of this region. The landscaping, by Greenwood Nurseries, was particularly important to the owner and is also well preserved today.

## MAIN STREET

1\* **Gregory Building (1891):** This impressive, 3-story, brick block, built by William Gregory, later governor of Rhode Island, contained a post office in the corner ground-floor space from 1893 to 1943. The first high school classes met on the upper floor. The building's surface is an almost classical weave of sharply cut vertical brick pilasters and uninterrupted horizontal bands of the 1st-floor architrave, brownstone lintels and sills, and firmly projecting modillion cornice. Designed to stand adjacent to similar blocks expected to be built to the south and east, it stands today as an isolated monument to Gregory's urban ambitions for Wickford. Isaac

Hall was the building contractor and F. J. Sawtelle of Providence the architect.

34-40 **Wickford Baptist Church (1816 and 1835):** This impressive Greek Revival church, sited on a rise set back from Main Street, is the product of two building campaigns. In 1816-1817, Daniel Spink built a building with a front projection and steeple. In 1835, the church was expanded to the north, the steeple removed, and the present belfry and the splendid Green Revival detailing on the portico added. The paneled pilasters and belfry with acroteria have attracted much attention as an early "country cousin" carpenter's version of the most advanced architectural style in cities. The acroteria, cresting the belfry, were probably taken from the architectural pattern book *Practice of Architecture* (1833) by Asher Benjamin.

41\* **Case-Gardiner House (1786):** Immanuel Case, retired tavern keeper and Port Surveyor of Wickford, built an important house with two, interior, brick chimney stacks and a rich pedimented doorway. The fine Georgian interiors feature a central-hall stairway with twisted balusters and a 2-story paneled overmantel with pediment in the front west room. The elaborate woodwork of this fine house includes motifs of high architectural style from the middle as well as the late 18th century. Measured drawings of the entire house were made by Historic American Buildings Survey in 1934.

55\*\* **St. Paul's Church (1847, 1851, and 1872):** Continuing prosperity of Wickford in the mid-19th century is evidenced by this ambitious new church for the congregation of old St. Paul's. It was designed in 1847 by Thomas A. Tiffet, one of Rhode Island's most gifted native architects and one of the first designers in the nation to work in the newly fashionable Lombard Romanesque style. St. Paul's did not acquire the tower and vestibule (which make it seem more "Gothic") until 1872. The original drawings called for a cupola at the peak of the central gable. Towards the end of the century, an extensive program of interior decoration was carried out by the New York and London firm of Charles Booth. In addition, a pulpit and baptistry made by Gorham (designed by English craftsman Stephen Leigh Nock) were installed. Many of the stained-glass windows are by the Wickford-born, designer-craftsman Joseph G. Reynolds, Jr. of the nationally known Boston firm, Reynolds, Francis, and Rohnstock.

**The Greenway (1944):** From the 18th century until the early 1930s, Old Saint Paul's was visually cut off from Main Street by a continuous row of houses on Main Street's north side. The Reverend Lemuel Burge, rector of St. Paul's, developed gardens on the one-acre plot from 1820 to 1840 and wished a street to be put in from Main Street to Church Lane. About 1944, the Greene family gave the present landscaped pathway to the church. The Greenway is a felicitous 20th-century contribution to Wickford, for it offers a formal framed vista of the old church from Main Street and does not interfere with the church's immediate setting of open fields and burial grounds. Flagstones on the

pathway record the names of each rector of Saint Paul's. These were carved by John Howard Benson, Newport's famed sculptor.

56 **Bullock-Thomas House (1825, late 19th century, 1927, and 1960s):** A monumental, 2½-story, late Federal house built by Jabez Bullock in 1825, extended by Allen Thomas (well-to-do Wickford merchant and businessman) later in the 19th century, and restored to an earlier character in 1927 by Norman M. Isham as a summer home for R. G. Clarke, Singer Sewing Machine heir. The main block of the monitor-on-hip-roof dwelling has an Ionic portico centered in a 5-bay facade. The Main Street Association, dedicated to the preservation of Wickford, was organized here in 1932.

68\* **Wickford House (1769, with later modifications):** This large and once still larger mid-18th-century house retains several mid-18th-century fireplace mantels as well as an impressive 20th-century "colonial" fireplace wall. In the 1870s it was owned by Asa Sisson, a machinist at the Hamilton and Wickford mills. From 1882 through 1920 "Mother Prentice's" restaurant was famous over the nation because of its popularity among traveling theatrical performers and was a favorite among Rhode Islanders as a destination for summer bicycle and winter sleighing parties. A bracketed Victorian door hood and Queen Anne windows acquired in 1888 have now been removed. A Federal doorway from the destroyed Governor Reynolds house was substituted in 1962-1964. A large upstairs ballroom remains.

71\* **The Narragansett House (1773 and later):** This large and complex 2-story house has corner quoins and flush board string courses at floor levels, flared corbels instead of modillions on the cornice, a later but handsome Greek Revival doorway, and a brick wall on the west side that is part of the earliest construction. The building was a tavern and hotel into the 20th century. During the Revolutionary War, North Kingstown men mustered to service in its main room.

115\* **Captain Richard Barney House (1804):** This 2½-story, central-chimney Federal house with a fanlight-in-pediment doorway is in many ways typical of the type of house built during this period in all parts of Rhode Island. It has some more unusual decorative enrichments, however: a plain-board string course at the 2nd-floor level, corner quoins, and rope molding on the doorway and on the interior woodwork which may be symbolic of the builder's mariner trade.

143 **Peck-Freeborn House (1785):** A 4-bay, gambrel cottage with central chimney and dormer. In the mid-20th century it was the home of Mary Thomas, a granddaughter of Jim Chase, a yeast manufacturer who lived at 6 Bay Street. Chase was a freed slave from Maryland who came North after the Civil War.

152\* **Christopher Champlin, Jr. House (1802):** This typical Federal house has a handsome doorway of the classic Georgian type with fluted Tuscan pilasters and a full entablature, bulging frieze, and richly sculptured cornice. The house was occupied in the mid-19th century by T. S. Baker, dealer in coal and groceries.

## MILL POND DRIVE

- 22 Cottage (early or mid-19th century): This little 1½-story, clapboard cottage in Belleville, with ell and 12-over-12 windows, was shown on 1862 plat maps as owned by the W. E. Pierce mill.

## MOUNT VIEW

The Mount View community, platted as a summer-cottage colony in 1923, stands on land whose history is typical of the Quidnessett area. Mount Farm was settled in 1660 by the Gould family, Newport Quakers, who carried on a lucrative trade in cattle, sheep, horses, corn, oats, and wheat between here and Newport. The farm included a peninsula, Calf Pasture Point, and the Mount, a 50-foot hillock which served the mid-18th-century pottery industry of East Greenwich as a source of clay. In later years, the farm was the summer home and stock farm of Moses Brown Ives Goddard. All of the old buildings were destroyed by fire while it was the summer estate of Colonel Issac Goff. Today it is a pleasantly isolated community-by-the-sea of modest homes on small lots.

## NORTH QUIDNESSETT ROAD

- 445 Tockwotten Farm (early 19th century with later changes): It includes a 2½-story, 5-bay house with end chimneys. Joseph Warren Madison farmed here from the 1850s, having purchased the house and land from a Mrs. Whitman. The farm is still being worked by the Madison family.
- 580 Daniel Gould Allen House (c. 1860): A 2½-story, 3-bay, central-entrance, early Victorian house with a central iron gable. Allen was owner and principal of the Kent Academy in East Greenwich and author of *History of Quidnessett*.
- 730 House, formerly School House Number One (mid-19th century): This schoolhouse once had two doors in the front, separate entrances for boys and girls. The first school building in North Kingstown is believed to have been adjacent to this school early in the 19th century.
- 760 McIlwraith House (c. 1875): A small, 2½-story, L-plan, cross-gable house with patterned shingles and projecting glazed porch. This house is identical to Design Number 570 in *Shoppell's Modern Houses*, a popular Late Victorian pattern book.
- 776 Fire Station Number Four (mid-20th century): This simple building achieves dignity through the frank presentation of modern materials and graphic design. The Quidnessett volunteer fire department became part of the town in 1956.
- 960\*\* Scalabrin Villa, former John Carter Brown Estate (1872): A vigorous and ambitious High Victorian country mansion built by John Carter Brown of the Providence merchant family adjacent to his father-in-law's summer home, the present Quidnessett Country Club. The house was built of pressed brick, has three floors including the one under the convex mansard roof, and has an unusual diagonal porte cochere, a carriage house in the same style, and some re-

markable Japanese-inspired interior decorations. In 1907, Mrs. Brown gave the house and 100 acres to the Rhode Island Hospital as a summer home for crippled children. In 1957, it was acquired by a Catholic order of priests, the Society of St. Charles, which operates a nursing home for Italian-Americans.

- 950 Quidnessett Country Club, former Wightman-Allen-Knight House (mid-18th century with extensive 19th-century additions and 20th-century removals): This sadly mutilated survivor was a mid-18th-century, 2½-story, central-chimney house in the Wightman family. In the mid-19th century, as the summer residence of mill owner Crawford Allen, it acquired wings, porches, dormers, and towers in a vigorous French mansard style. Since then it was badly damaged by fire, received some particularly elegant and original Colonial Revival detailing by Norman M. Isham for Warwick Mill owner C. Prescott Knight, was badly resurfaced inside and out in modern materials, and was severely damaged in a fire in 1978. Toward the end of the 19th century, William Halkyard began construction of the extensive array of farm outbuildings. These were continued by Walter Hanley, owner of the Narragansett Brewery, who built a riding stable with a quarter-mile indoor track, and by Knight, a specialist in polo ponies. The nine handsome remaining outbuildings—with their massive low silhouettes, stone foundations, horizontal clapboarding, and distinctive small-paned windows—are now partially dilapidated but still a reminder of the wealth and character of what was once the most important gentleman's farm in the region.

## OAK HILL ROAD

- 55 Town Highway Department Garage, former school (1888 and 1960s): When the Belleville school, built by the Sherman brothers, opened in 1888 the Wickford Standard said it was "a gem of architecture and adds much to the village." A few of the original small-paned windows remain in the east and west sides.
- 75 Rowland T. Hazard House (1899): This large, 2½-story, cross-gabled house with fretwork detail in the four gables was built by Rowland T. Hazard, a mechanic in the mill.
- 105 James R. Wilson House (1897): A 2½-story, cross-gabled, Victorian house which has lost much period detailing. It was designed by architect L. Rodman Nichols of Wickford and built by Jarvis G. Himes of Lafayette. James R. Wilson, from Philadelphia, was in charge of carding and spinning at the mill after 1865.
- 115 Elder Slocum House (c. 1790): This 2½-story house with two interior chimneys and graduated clapboards on the sides was later used as a mill boarding house. It fell to a state of disrepair and was rehabilitated with modern bay windows and doorway.
- 160 Former Belleville School (1840s?): This attractive and well preserved Federal-Greek Revival school house has paneled pilasters, wide-board entablature, and a louvered elliptical-fan motif in the gable. In the 1840s as a result of the urgings

of the new Commissioner of Public Education, Henry Barnard, Rhode Island embarked upon a vigorous program of building village school houses. Many of these were designed by the young South County schoolmaster Thomas A. Tefft, who was becoming a noted architect (see Saint Paul's Church, (55 Main Street). Many more were built by local carpenters following Tefft's published plans. The Belleville school, which is not unlike Tefft's Barrington school (published 1848), may be a result of Barnard's rural school-improvement program or it may be earlier than the Barnard-Tefft era. The building became the office of the Belleville Manufacturing Company later in the 19th century.

Belleville Mill Site (c. 1800-1861): The mill site at Belleville is on the east side of Oak Hill Road as it crosses the South Pond. About 1800 there were sawmills and gristmills here and, by 1829, Greene and Tillinghast's Wickford Manufacturing Company, makers of yarn. In 1861, a 4-story brick mill with a clerestory monitor was built by William E. Pierce and used by J. P. Campbell and Company, manufacturers of fancy cassimeres, and, later, by the Belleville Manufacturing Company. The mill acquired a 3-story wing in 1888, designed by Providence architect Clifton A. Hall and built by James M. Cook, a Lafayette mason, and the Sherman brothers of Wickford. The 1861 mill stood past its 100-year mark before it was burned to the ground in 1969.

- 217 House (early 19th century): This 1½-story, central-chimney cottage, like the house to the north, still has its hand-hewn beams and peg construction visible in part, although much other interior evidence of age has been lost.

Oak Hill Mill (mid-19th century): An 1843 stone mill on this site appears on mid-19th century maps as owned by Christopher and William Rhodes, Warwick cotton manufacturers, and later as William Gregory's woolen mill. By 1903, there was a 1½- and 2½-story, stone-and-frame mill building and two dwellings. Now there are only ruins.

## OAKLAND AVENUE

- 15\* Oaklands (1850 and 1894): Once a 3-story, Federal style manor, this house was probably built by James Eldred, North Kingstown's only jewelry manufacturer, whose business at one time employed seventy people. Governor William Gregory probably added the dramatic veranda and porte cochere when he bought it in 1895. The third floor was removed after a fire in 1916, leaving the house a 2-story, hip-roof building. Oaklands has also been a resort hotel called Bellecourt Inn, and, in 1889-1891, served as the state's soldiers' home. It is now a private residence.

## OLD BAPTIST ROAD

Reynolds Pants Factory (late 19th century): Modest, 2-story, end-gable, clapboard building used for the Reynolds Manufacturing Company pants factory in the late 19th and early 20th centuries. North of here stood the Reynolds Manufacturing Company steam mill, a 2½-story building with a stair tower.

- 854 General Store and Post Office (late 19th century): A 2-story, end-gable, shingled building with veranda and large, 1st-floor shop windows. It belonged to the Reynolds Manufacturing Company.
- Signal Tower (late 19th and early 20th century): A gable-on-hip-roof, 2-story, signal tower marking the 19th-century Davisville Station.
- 85\*\* Old Baptist Meeting House (c. 1703, 1842): This simple, end-gable, 1-story structure was built between 1703 and 1710 for a congregation of Six Principle Baptists which traced its history from Roger Williams' mission at Cucumscussac. Elder Thomas Baker of Newport moved to North Kingstown in 1666 and lead the meeting until 1710. The church was heavily remodeled in 1842 in the Greek Revival style. The present structure probably contains the c. 1703 building (the first or second church building in North Kingstown) hidden inside its thick walls.
- PENDAR ROAD**
- 31 Mill Superintendent's House (1840s): This unusual Greek Revival building has a ground floor wider than its second floor and a panel as transition between the two, masking the diagonal roof line of the projecting lower story. The history of this building is unknown, but a possibility to explore would be that it was built by Robert Rodman when he owned the Silver Spring Mill, between 1841 and 1844, and that it is a simplified version of a fine Greek Revival house in Wakefield (1041 Main Street), near Rodman's home.
- 76 Bullock House (mid-19th century): A handsome, 2½-story, L-plan, clapboard and shingle house with Greek Revival doorway detailing, elaborate Victorian scroll brackets on the 2nd-story porch, and a bracketed cornice.
- 297†† Ezekiel Gardiner Homestead (mid-18th century): A remarkable, gambrel-roof, central-chimney, 1½-story house with an ell. The beautifully preserved early 18th-century interior with original chimney breasts and 2-panel doorways is preserved. This is probably the Gardiner Homestead, built by Ezekiel Gardiner, Sr., an influential townsman who lived from 1712 to 1805. A lace factory operated in the barn in the 20th century.
- PHILLIPS STREET**
- 30\* Industrial National Bank, former Telephone Company Building (1916): One-story, hip-roof, brick structure with rich Georgian detailing, segmental windows with keystones, modillion cornice, Ionic columns, and segmental-arch pediment. The architects were Jenks and Ballou of Providence and the contractor was Charles B. Maguire. This building marks the development of the telephone system from a "ring-up" switchboard in the operator's home (at 35 Updike Avenue) to a battery-powered network needing many operators. The coming of dial phones in 1959 necessitated the new building at 266 Phillips Street.
- 90\* Former Beacon Lodge Number Thirty-Eight, I.O.O.F. (1884): An impressive, 2-story, end-gable, shingled building with a portico with Tuscan columns. It was originally built as a meeting hall for several fraternal organizations.
- 99\* Wickford Elementary School (1907, with later additions): A 2½-story, brick, hipped-roof school with a pediment over the central section and with two later additions. It was designed by William R. Walker and Son. This school is the third building on the site of the Washington Academy, which was founded in 1800 by prominent citizens of North Kingstown, Providence, and Newport as "an institution for liberal education" without religious affiliation. The first building, of 1800, was an impressive Federal style institutional structure with a cupola much like the one on University Hall (1770) at Brown University in Providence. The building was leased by District Schools Three and Four from 1848 until 1874, when it was destroyed by fire. The second building (1874) also burned and was replaced by the present building, designed by William R. Walker and Son of Providence and built for \$30,000 by L. J. Pierce Building Company. With its central pedimented pavilion, lunette window, and quoins, it is reminiscent of the original Federal style Washington Academy. In 1909, the school, which included a room for the high school, was given a remarkable art collection selected by Daniel Berkeley Updike, a Boston scholar and printer, and financed by a group of well placed benefactors of the town. The collection included twenty-one etchings of views of Rome by the great 18th-century Italian artist, Giambattista Piranesi; twelve Audubon prints; some large, 17th-century, French engravings; and autographs of a number of historic personages.
- PLEASANT STREET**
- 19\* John Updike House, Crossholme (1745): This large, central-chimney house with a gable-on-hip roof was the grandest in Wickford when it was built for the grandson of Lodowick Updike, founder of Wickford. Before the house was built the site had a wharf and warehouse. The house was confiscated from its Tory owners during the Revolution. It was occupied by the Westcott family in the late 19th century and remodeled in 1920 by Norman M. Isham for Alonzo T. Cross, of Providence, inventor of the Cross pencil and pen. It has been moved back from its original site close to the streetline.
- 26\* Straight-Reynolds House (c. 1880): This 2-story, L-plan, mansard house retains its fine period detailing. The house, built by Stephen R. Straight in 1880, was later the home of Joseph G. Reynolds, treasurer of the Wickford Savings Bank. Reynolds' son, Joseph G. Reynolds, Jr., was an internationally acclaimed craftsman in stained glass, whose work graces churches in France, New York, and Washington, D.C., as well as St. Paul's in Wickford.
- 27\* Captain Peleg W. Wightman House (1880): James Fludder, a Newport architect, designed this 2½-story house with an ell for Captain Peleg W. Wightman, captain of the steamer
- General, which plied the Wickford-Newport route. This large residence is a dignified contribution to Pleasant Street's rich variety of 19th-century house types. This stylistic assortment is as valuable in its own way to Wickford as the consistency of Federal Main Street.
- 45\* Captain William Cotter House (c. 1860): A 1½-story, cross-gabled clapboard house with North Kingstown's favorite design for vergeboard (see 90 West Main Street and 800 Boston Neck Road) in three gables. There are elegantly proportioned 1st-floor windows under the shallow window hoods.
- 71\* E. E. Young House (1895): This unusually attractive, cross-gambrel Shingle Style house has Tuscan columns in its several porches, Palladian windows, an oval entry window, and a white wooden string course at the 1st-floor ceiling level tying it all together. "Doc" E. E. Young, a Wickford druggist, built the house for his bride.
- 77\* H. I. Reynolds House and Cottage (1893): This well maintained, 2-story, mansard cottage with a bay window and richly bracketed doorhood was once the home of the owner of Beacon Oyster Company. The patterned shingles of the mansard in the former boat house behind were once painted in broad stripes, making a memorable landmark from the beach and the water.
- 85\* Sarah Wardsworth House (c. 1892): This flank-gable, clapboard cottage has fretwork in its end gables, an unusual row of pendants on the underside of the door hood, and a 20th-century addition with an interesting paneled chimney. It was the home of Sarah Wardsworth and her husband, Lee-man, a boat builder, who had a wharf and shop behind.
- 95\* Reynolds-Bullock House (1785): A 2-story, 5-bay Federal house with full entablature lintel and fluted pilasters around the doorway. This was the home in the 19th and early 20th centuries of four of the five generations of builders of the Bullock family. The fence, built in the 1920s by Randolph and Joseph H. Bullock, features um designs which were taken from an early 19th-century architectural pattern book by Asher Benjamin.
- 115\* Morgan House (late 19th century?): This small house has been occupied for several generations by a family descended from Narragansett Indians who came to Wickford in the 19th century to work for the Congdon family.
- 165\* Wickford Yacht Club, former Sea Coast Oyster Company (after 1888): John W. Pettis of Providence founded a company here in 1888 which, in 1920, became The Sea Coast Oyster Company. It was the earlier of Pleasant Street's two shellfishing operations. Several clapboard and shingle buildings serve the present yacht club.
- 160 Pleasant Street Wharf, former Beacon Oyster Company: Wickford's important 19th- and early 20th-century oystering industry was ended when the reshaping of Quonset Point in 1941 changed the water currents and ruined the oyster beds. The Beacon Oyster Company was founded in 1907 by three Wickford sea captains. The present boat-storage company occupies a rambling assortment of 2- and

3-story, shingled and metal-sided buildings.

#### PLUM BEACH

Built partially on The Ledges, a rocky bluff above the Narragansett Bay, Plum Beach is a hillside summer and year-round residential community of early 20th-century shingled houses, many with gambrel roofs. Houses on Lloyd Road, Spring Street, Tefft Street, and Plum Beach Road are included in the inventory.

#### PLUM BEACH ROAD

- 175 Barber's Height "Cottage" (c. 1901): Three-story, shingle building with a gambrel roof and a little gambrel-shaped dormer roof in center. The "cottage" was run as a hotel by Freeman Watson Perry Tefft early in the 20th century.
- 222 Plum Crazy (1917): A large, gambrel-roof, L-shaped house was once the second summer home for the Girls Friendly Society of America, an organization of the Episcopal Church. The large bank of windows on the east side was added by an artist who purchased the building in the 1950s.

#### POJAC POINT

The Pojac Point area, at the north end of Quidnessett, the spine of which is the private Pojac Point Road, was a 460-acre estate belonging to Katherine and Charles H. Welling of New York City through the last half of the 19th century. A few buildings remain from the Welling estate, scattered among the houses (about thirty) built there since. A military force was placed at the tip of Pojac Point in 1776, and in 1831 there was a saltworks on the site.

#### POJAC POINT ROAD

Kirkland Gibson House (1949): A 1-story, flat-roof house and cottage designed with radiant heating and concrete-block construction by its owner, Kirkland Gibson, an inventor of textile machinery.

#### POPLAR AVENUE

- 1 Former Poplar Point Lighthouse (1831, 1930): This late 19th century shingled house is an extension to an earlier 1½-story house with a lighthouse embedded at one end. During the American Revolution a company of Newton Rangers was captured at Poplar Point. Later, in 1777, Americans forced back a bargeload of British soldiers who were attempting a landing. The present octagonal shingled lighthouse structure is the base of the original 1831 lighthouse with a 1930 beacon. The later part of the house was built in 1894 by Straight and McKenzie as a summer residence for Albert R. Sherman of Pawtucket.

#### POST ROAD

- 6336 Quidnessett Grange Number Forty-four (1887; enlarged, 1928): This 1-story, end-gable, clapboard building, built

as the Davisville Grange, reminds us that this was an agricultural region into the mid-20th century.

- tt Devil's Foot Rock: A massive rock outcropping with long indentations believed in legend to represent the footprints of the Devil as he pursued a wicked Indian squaw. The rock was described in print as early as 1819 in a gazetteer of Rhode Island. A marker was placed there in 1924 to note the legendary grave of the sachem Canonicus (1564-1617) nearby. The site, which is owned by the Rhode Island Historical Society, was split by the construction of the railway spur to Quonset in 1941.

- 6356 Quidnessett Baptist Church (1906 with later addition): A Tudor Gothic style church with belfry and two stair towers, built of concrete block for fireproofing purposes. The building's shape, with the two stair towers in front of the end gable, is a recreation of a much loved earlier church, dating from 1842, which burned in 1906. The architects of the present church were Murphy and Hindle of Providence. The congregation is an 1828 branch of the First Baptist Church (founded in 1782 in Boston Neck) which built its first building in 1839 at what is now 772 Fletcher Road.

- 6365 Quidnessett Memorial Cemetery (1902 and after): This private, nonsectarian cemetery was located next to an existing church, a reminder of English country churches and their adjacent cemeteries. The founders of the cemetery, led by Helen Gay Sweet, felt that the old family burial grounds on private land were too insecure in an era of rapidly changing land ownership and wanted to create the image as well as the reality of permanence. Curvilinear pathways and lush plantings mark an advance in design over the half-century-older Elmgrove Cemetery. Section twenty-nine includes about 100 unmarked graves and ancient stones removed from the Quonset area when the Naval Air Station was established. The stone gates date from 1935 and the Garden of Prayer from 1957.

- 6445 Fire Station Number Three (1969): A building in rich, dark brick with segmental-arched garage openings. Arthur R. Klaeson and Edward Ekman were the architects.

- 6951 Commercial Building (mid-20th century): This simple, 1-story, shingle building was a food shop at Goddard Park. It was moved here after 1948 to serve a variety of commercial purposes, including that of a sporting-goods store with an armor-plated, indoor shooting range in an underground rear ell. Even innocuous buildings on a commercial strip can have complex and interesting histories.

- 7315 Pagoda Restaurant, formerly the Honorable William Peter Maxwell House (c. 1803): This 2½-story, central-chimney house marks the site, a few rods to the west, of the colonial Havens Tavern. In 1704, diarist Madame Sarah Knight, en route from Boston to New York on horseback by the old Pequot Path, spent a night at the Havens Tavern where she slept badly because of the noise from the town topers as they debated the meaning of the name "Narragansett."

The Maxwell House has been badly treated in recent times, with modern, curved, bay windows and with vinyl siding, and has lost its stone walls to a widening of Post Road. It has been a restaurant for almost forty years.

- 7447 House (late 18th century?): This 1-story, asymmetrical house with a central chimney is believed to date from 1790. It should be studied further.

- 7535 Antique Shop: One-story, central-chimney house with an asymmetrical facade. In spite of the "1680" inscribed on the chimney, this is most likely a mid-18th-century house which was almost completely rebuilt in the mid-1940s.

- 7875 Rhode Island State Police Barracks (1935): A large and handsome neo-Georgian brick building, with wings and a curved central bay, designed by Providence architects Jackson, Robertson and Adams. It was built to house the South County Patrol, responsible for law enforcement on the extensive new state highways of the 1930s.

- 7919\*\* Hall-Northup House (1638?, c. 1676, and c. 1745): The northern section of this important house contains a 1-room, 1½-story, stone-end-chimney house with heavy beams. It is the best remaining example of this earliest Rhode Island house type in the state. If it were not that the chronicles of King Philip's War of 1675-1676 record the destruction of every building south of Warwick, one would have to conclude that this is Roger Williams' trading post of c. 1638 and thus the oldest surviving building in Rhode Island. If the house was built in 1676 it may have duplicated the c. 1638 house. The Hall-Northup House was enlarged at the east side in the mid-18th century by the Hall family into a full 2-story building with light-filled rooms and attractive raised paneling. These bright spaces contrast with the lower and darker earlier part, with its sense of a powerful shelter in a more hostile world, and thus make vivid the triumph of successful settlement of the New World. The house has miraculously survived into the 20th century unmarred either by remodeling or improper restoration.

- Old Post Road: This short loop, bypassed by more modern Post Road, preserves the place and character of the first colonial road from Boston to New York. The Sauga Farm Plat of 1802 shows the road where this section is now. This section of road, with the houses from 7919 Post Road to 8061 Post Road are included in the proposed Wickford North-Old Post Road National Register Historic District.

- Benjamin Smith Farm (middle or late 18th century and 1916-1920): A 2½-story, central-chimney, 5-bay house dating from before 1795. The house was much remodeled in 1916-1920 but retains five 18th-century fireplaces. There are several outbuildings and, possibly, evidence of Indian activities. The farm, when it was owned by Benjamin Smith in 1850, produced Irish potatoes, butter, and a small amount of hay.

- Hall's Rocks, and The Bungalow (1914): Hall's Rocks, with their spectacular view over Wickford and the Bay, was a favorite trysting place for the young of 19th-century Wickford, as entwined hearts carved on oak trees testify. Caves

in the side of the hill were believed to house devils, with benches for "little devils." In 1914, Dr. Windsor of New York built a rustic hunting lodge on top of the rocks.

8061 Hall House (late 18th or early 19th century): A 2½-story, 5-bay, clapboard, south-facing house much rebuilt in the late 19th century.

8166 Public Safety Building (1971): This dramatic police and fire communications center, designed by William D. Warner, continues the massing of the adjacent but earlier Fire Station Number One (1958). It distinguishes itself from the earlier building by an opposition of the blank brick wall under the glazed pavilion at the left of the entry to the perforated wall ending with the gestural diagonal roof to the right. The deeply cut arched entryway stabilizes the design. Expansion of the North Kingstown police from one full-time officer in 1940 to the present force of forty full-time members is a dramatic indicator of the growth of the town.

#### POTTER ROAD

304 Hunt House (late 18th or early 19th century): A 2½-story, central-chimney, Federal house with slightly asymmetrical facade and several fine early fireplaces. The house was occupied by the Hunt family in the 19th century.

494 Aylesworth House (mid-18th-century): A 2½-story, flank-gable, 5-bay house with extensive 20th-century renovations. The first Aylesworth house was built c. 1679 a quarter of a mile north of this house.

#### PRESTON DRIVE

Preston Manor (platted 1943): Preston Drive, Collation Circle, and Spencer Drive were platted by Pawtucket land surveyor Howard F. Esten, using the modern layout principle discussed in *Successful Subdivisions*, published by the Federal Housing Administration in 1940. The houses are 1½-story capes, many of them duplexes with their two entries hidden in a single portico.

#### PROSPECT AVENUE

6 Annaquaticket Apartments, former David S. Baker, Jr. House (c. 1881): The original, 3-story, Victorian mansion with mansard on the main building and on the 4-story tower was designed by E. S. Angell of Providence. In 1883, David S. Baker—attorney, superintendent of town schools, state legislator, and historian—purchased the house and added to the west and south. This house and others in the area stand on the old Sherman Farm, which was platted in 1881.

67 Cedar Spring Farm (c. 1880?): A 2-story, mansard, Late Victorian cottage with enclosing veranda and delicate scroll-work brackets that was once part of the David S. Baker estate, Cedar Spring Farm.

#### QUIDNESSETT

Quidnessett, also known today as the North End, is the large land mass which includes the present and former Navy bases, Quonset and Davisville, and which extends north to the Hunt and Potowomut Rivers and west to the Post Road. Although there was extensive settlement here in the 17th century, the region never developed a village center; East Greenwich having served instead as its commercial and cultural focus. Several large farms remain, along with heavily wooded rolling hills and many modern subdivisions and houses. Essex, North Quidnessett, Fletcher, Austin, and Potter Roads have buildings included in the inventory. A proposed National Register historic district, to be known as the Quidnessett Agricultural District, includes the farm land lying between North Quidnessett, Harrison, and Fletcher Roads. Inventoried buildings within this district include 170, 270, and 290 Fletcher Road.

#### QUONSET POINT NAVAL AIR STATION

Quonset Point Naval Air Station (1940-1941 and later): The southern portion of the Quidnessett land mass, which had supported several large farms, colonies of summer cottages, and a late 19th-century National Guard Camp called Quonset Point, was leveled and extended 400 acres into the bay to form the Quonset Point Naval Air Station of the U.S. Navy, a base of major significance during World War II. The 925-acre Naval base was built during the winter of 1940-1941 by private contractors, the George A. Fuller Company and Merritt, Chapman & Scott. It housed a neutrality patrol fleet; a base of operations for these same construction firms as contractors for British overseas bases under the Lend Lease Act; and finally, with full U.S. involvement in the war, facilities for pilot training and for airplane maintenance for aircraft-carrier-based fighter planes. The base continued in other capacities until 1974. In 1978, it is being transferred to the state for sale or lease to private industry. Electric Boat Division of the General Dynamics Corporation has been manufacturing submarine sections here since 1974. With 4000 employees, Electric Boat is Rhode Island's largest private employer. Electric Boat is now constructing an 80-million-dollar plant, the first big new industrial facility in North Kingstown since the Brown and Sharpe plant. The base has been declared eligible for the National Register of Historic Places.

Buildings Number 1, 2, and 406 (1939-1940): Building Number 1, the first of the new buildings constructed at Quonset, was built from 1939 to 1946 for Neutrality Patrol PBY amphibious planes. Building 2 dates from 1940-1941 and Building 406 from 1942. All three are steel-frame hangars clad in glass, asbestos, and corrugated sheet-metal siding. The long elevations of both sides can be fully opened by rolling back the glazed door panels into pylons. Hydraulic lifts once stood at the shore to raise amphibious planes from the water to the level of the parking apron. The three hangars were designed by Albert Kahn, Inc.

Landplane Hangars; Buildings Number 3, 4, 5, and 6 (1940-

1941): The four landplane hangars, smaller than the seaplane hangars, were also designed by the Albert Kahn office. The aircraft housed here were used for patrols and also for training pilots in landing and takeoff procedures for aircraft-carrier-based planes.

Administration Building, Dispensary, Bachelor Officers' Quarters, Gate House, Gates, Enlisted Recreation Building (Navy Exchange), Officers' Club, Civilian Cafeteria, and Enlisted Barracks; Buildings Number 7, 8, 9, 10, 11, 12, 15 and 41-56 (1940-1941): This large complex of brick-veneer steel-frame buildings, with cast-concrete and copper trim, was designed by the internationally known Detroit industrial architectural firm Albert Kahn, Inc. for Quonset Naval Air Station in the fall of 1940 and was constructed that winter and spring. The buildings are important in the history of modern American architecture for their clean forms and array of special design motifs—different window shapes and sizes, entrance porticos and canopies, stone retaining walls—and for the variety of abstract massing of the forms. The smaller, more individualized structures surround the vast spread of connected buildings (Numbers 41-56) which is the Enlisted Barracks.

General Storehouse, Building Number 16 (1940-1941): This reinforced-concrete warehouse was designed for the newly developed fork-lift trucks and a 6-by-6-foot pallet-storage system.

Celestial Navigation Buildings, Synthetic Training Building, and Buildings Number 455-457, 509-511 (1942-1943): These silo-like wood-frame structures were integral to the base's war-time function as training devices for pilots and navigators.

Officers' Housing, Glenn Curtis Drive and Orville Wright Drive (1941): An impressive group of twenty brick-and-frame officers' houses of varied style and massing in Colonial and Greek Revival modes. The houses were arranged along a boulevard terminating in an oval lawn (Glenn Curtis Drive) and a curving road (Orville Wright Drive) leading into it. The dwellings were remodeled summer cottages moved to the site from nearer the shoreline. Mature trees were transplanted and a widow's walk added to the commanding officer's house to make this "the envy of officers from other naval stations."

Naval Air Rework Facility, Building Number 60 (1940-1941): Housed in Building Number 60, which is actually several adjacent interconnected structures, was the largest industrial operation in Rhode Island (over 2500 employees, mostly civilian) during World War II. They were engaged in the repair and refitting of Navy planes in the plant's six acres of industrial floor space. A section of the glass, steel, and reinforced-concrete complex was destroyed by fire in 1948. After the construction of a new wing, the plant housed the largest jet-engine repair facility in the country. Presently, Building Number 60 serves a portion of the Trident submarine construction program which the Electric Boat Division of General Dynamics Corporation is carrying out for the

Navy. The original building was copied from the Jacksonville, Florida, naval base's air-rework facility, designed for the Florida base by the Robert Company of Atlanta and "re-worked" for Quonset by Gibbs and Hall of New York.

**Operations Building and Control Tower, Building Number 61 (1940-1941):** This 3-story, reinforced-concrete building was the center of Quonset's prime mission: the defense of the North Atlantic coast through antisubmarine patrols. The building included the radar room, radio and other communications facilities, dayrooms for flight crews and officers, and, of course, the airport control tower. It was originally designed by the Albert Kahn firm for the Jacksonville, Florida, Naval Air Station and reworked for this site.

#### RAILROAD AVENUE

**95 Former Slocumville Baptist Church (c. 1888):** This simple, 1-story, gable-roofed, clapboard building, now vacant, was built for the newly organized Slocumville Baptist Church in 1887 and used by the Seventh Day Adventist congregation by 1895 and until the 1960s. Railroad Avenue was platted along an existing path in 1882.

#### RICHARD SMITH DRIVE

**55\*\* Cucumscussooc, Smith's Castle (c. 1640, 1678, 1740s, restored 1950s):** At this place near Indian fishing and trading grounds, Richard Smith of Gloucester, England, and Taunton, Massachusetts, established a trading house about 1641 in conjunction with Roger Williams and Edward Wilcox. The present house dates from 1678, having re-used timber from the earliest building which had been burned in King Philip's War. The 1678 section of the house has heavy chamfered framing and crossed summer beams, the latter a very rare feature, and has two rooms on each side of a central chimney, a plan type characteristic of Massachusetts. Under Richard Smith and, later, the Updike family, the house was the religious, political, social, and economic capital of the Narragansett region—all of southwestern Rhode Island. Governor Winthrop of Connecticut, a friend and political ally of Richard Smith, visited frequently. Major Andros, the British Governor of the Dominion of New England, was here in 1687. Spokesmen of all religious persuasions preached here in the 17th and early 18th centuries: Roger Williams, George Fox, William Blackstone, Dean Berkeley, and Reverend Dr. MacSparran—testifying to the religious variety of the colony. Cucumscussooc was enlarged in the 1740s by Daniel Updike who was the Rhode Island Attorney General. Further growth in the Narragansett area meant that the house was no longer its capital but rather the homestead house of an 800-acre plantation. The handsome 3-run stairway and the fine northeast room with its raised-panel fireplace wall and bolection molding are of this mid-18th-century era. The farm remained in the Updike family until 1813 and was, in the 20th century, a well known Ayrshire dairy-cattle-breeding establishment, completing a 300-year history of agricultural enter-

prise. The house, which was heavily altered in the 19th and 20th centuries, and some land, including the grave of forty Englishmen killed in King Philip's War, was purchased by the Cucumscussooc Association in 1948, which maintains the house as a museum open to the public. Restoration work from 1951 to 1956 was supervised by John Hutchins Cady.

#### ROGER WILLIAMS ROAD

**119 Carl Peterson House (1975):** A crisp, boxy, stylish building with vertical wood siding. The architect, Albert Harkness, III, is a Cambridge-based grandson of a well-known Providence architect of the same name.

#### SALISBURY AVENUE

**100, 102† Mill Housing (mid-19th century):** This 1½-story, wood, clapboarded, double house with a single shed dormer and transom over each door was probably part of the housing built after the 1848 expansion of the Hamilton Web Company.

#### SAND HILL DRIVE

**Sand Hill Terrace (platted 1943):** An area of small, 1-story, identical houses with varied detailing about the entrances. The community was built by Joseph Mitola and Sons for personnel at the Navy bases. Dupont Circle, the name of one of the curving streets, would seem to be named after the Washington, D.C., landmark.

#### SAUNDERSTOWN

Saunderstown, a community standing largely to the east of Boston Neck Road just north of the town line, has a long history as a 17th-century farm, a 19th-century fishing and ship-building hamlet, and as an early 20th-century summer resort which, without much visual change, is becoming a year-round residential village. Willett Road, Ferry Street, Waterway, Carroll Road, Church Way, Gould Way, Stillman Road, and Carpenter Lane are Saunderstown roads with buildings included in the inventory. That part of the community lying to the east of Boston Neck Road has been approved for nomination to the National Register of Historic Places as a district.

#### SCHOOL STREET

**"Old Red," the former Davisville School (early 20th century):** This distinctive, 1-story, cross-gable, clapboard building, with separate entries for boys and girls, is now being used by the town for recreation, community meetings, and a regional health center.

#### SCRABBLETON

A small settlement consolidated at Scrabbletown Corner (Stony Lane and Pleasant Valley Roads) by the late 18th or early 19th centuries. A gristmill (foundations only re-

maining) was built about 1824, and a schoolhouse (no longer standing) in 1848. Scrabbletown peaked in the late 19th century with a population of fifty-nine people, about a dozen houses and farms, and a tavern. The name "Scrabbletown" is reputedly due to the fact that the area was so poor in the mid-19th century that people had to "scrabble" for a living. A district, including Scrabbletown Corner and inventoried buildings at 66 Scrabbletown Road and 1341 Stony Lane, has been approved for nomination to the National Register of Historic Places as a rural hamlet of archaeological and architectural significance.

#### SCRABBLETON ROAD

**66† Gardiner-Arnold Farm, formerly the South County Museum (late 19th century):** This exceptionally well preserved 19th-century farm was the home of J. S. Arnold in the late 19th century and of the South County Museum from the late 1930s until 1977. The house, a flank-gable 2-story building with a kitchen ell to the south side, is particularly rich in brackets, bay windows, a door hood, decorative vergeboard, and an extensive veranda with scrollwork supports. The complex retains a barn, two large sheds and a milk house, two family cemeteries (one with mid-18th-century stones), and foundations of the early 18th-century house of Joseph Case. The fine gambrel-roofed barn stands across the road. Joseph S. or John Arnold or Sylvester Gardiner may have built the buildings about 1870.

**C. Huling House (mid-19th century):** A 2-story house with two interior chimneys. George T. Cranston, who lived here later in the century, was a merchant, chief of the fire department, undertaker, and State Senator from 1884 until his death in 1894. Cranston Rotary in front of the house was named for him. An estimated 5,000 people attended Senator Cranston's funeral, including all sixty residents of the Soldiers' Home in Bristol, of which Senator Cranston was a member of the Board of Managers.

#### SEDGEFIELD ROAD

**Opposite Rolling Rock (prehistoric?):** Opposite 43 Sedgefield Road (off Stony Lane) is a path leading west into the woods, where, about 100 feet in, is Rolling Rock. Rolling Rock is believed to be an Indian signal rock, which made a thundering noise when it was rolled. According to Helen Talbot Porter's description in "Stony Lane," (in *North Kingstown Facts and Fancies*, 1941 and 1975) it was cemented by a later owner so that it could no longer move. It is now owned by the town.

#### SHADY LEA

Shady Lea is a well-preserved mill hamlet with a frame and brick mill that was built during several periods of the 19th century. There are also a number of workers' houses and a millowner's office remaining, nestled in a hidden valley off Tower Hill Road. Eighty-seven people lived here in 1875. All

of the inventoried buildings on Shady Lea Road, plus numbers 1340 and 1376 Tower Hill Road, are included in the proposed Shady Lea-Silver Spring National Register Historic District.

#### SHADY LEA ROAD

- 111† **Shady Lea Mill (before 1832 and throughout the 19th century):** A rambling, L-shaped, factory complex of wood, stone, and brick, mostly two stories high, with two stair towers, two engine buildings, and nine outbuildings, all from the 19th century. The earliest part of the mill (remains of a stone-and-wood building with some Federal 12-over-12 windows) was probably built by Esbon Sanford during the first third of the 19th century. It is now hidden within the mid-19th-century eastern end, with only a few Federal style 6-over-6 windows showing to the right of the stair tower. The brick extensions to the west and south date from a series of building campaigns of the second half of the century. Most of the sturdily crafted frame outbuildings were in place by 1883. These include the office, cotton and waste houses, carpentry shop, wheel turbine house, and, across the Mattatuxet River, the smithy.
- 20† **Charles Rodman House (mid-1860s):** A 2½-story mansion with a mansard and hip-roof, brackets under the eaves, bay window and veranda. Granite gateposts, picket fence, and fine trees maintain the setting of Victorian splendor. Robert Rodman lived here before moving to Lafayette.
- 63-69† **Mill Tenement House (mid-19th century):** A fine Victorian, 2½-story, centered-double-entry-plan, multifamily dwelling with projecting bracketed door hoods, built to house workers at the Shady Lea mills.
- 222-  
238† **Mill Housing (mid-19th century):** A group of 1½- and 2-story duplex mill cottages in varying states of repair. Number 236 with its simple transom and half window above the door and its original clapboards is in particularly fine condition.

#### SHERMANTOWN ROAD

- 191 **R. Gardner House (mid-18th century and 1938):** A 1½-story gambrel-roofed house, this was probably similar to 240 Shermantown Road and 297 Pendar Road, having a 2-run instead of 3-run stair and the kitchen in a front side room. It stands at Pendar Zeke's Corner (where Pendar Road joins Shermantown Road) a name which fixes the memory of Pendar Ezekiel Gardner, who died in 1848.
- 240 **H. Burlingame House (mid-18th century and 20th century):** This 1½-story, gambrel-roof house maintains its original lines and much of its stone chimney, but otherwise has been changed. It probably had its original entrance on the south side, facing away from the road, and it may have been similar to the Ezekiel Gardner House at 297 Pendar Road. The Old Narragansett Cemetery, Rhode Island Historic Cemetery Number Thirty-Six (1707 and later): Next to the cemetery, an area known as The Platform, is the site where Old Saint Paul's was constructed in 1707 and where it stood until 1800, when the church was moved to Wick-

ford. Many fine, carved, 18th-century stones, some from the workshops of the famed Newport stonemason John Stevens, stand, as well as a monument to Reverend Dr. James MacSparran, D.D., minister of the church from 1721 until 1757, and his successor Reverend Samuel Fayerweather. Four or five hundred people came, many by special train from Providence, to the dedication of the monument in 1869. The stone wall, built in 1869, unfortunately excluded the slave graves, which remain nearby.

- 460 **House (18th or early 19th century):** A 1½-story, flank-gable, central-chimney house.
- 606 **E. Cole House (18th or early 19th century):** This little, central-chimney, 1½-story house with an ell acquired an entryway with a projecting, steep, gabled roof in the 19th century.
- 1374 **Spink Farm (c. 1798):** A 2½-story, central-chimney house with outbuildings, family cemetery, and extensive open fields bounded by unusually well maintained stone walls. The house is still owned by the original family. Spink's farm produced corn, potatoes, and butter in 1850 and was valued at \$2,500.

#### SILVER SPRING

Fulling and dressing of woolen cloth took place at Silver Spring, on Tower Hill Road, from the mid-18th century. The stone, mid-19th-century mills are gone, but a variety of housing types, possibly from the 18th century and from several eras of the 19th century, remain north and south of the mill pond. Inventoried houses are at numbers 1365, 1375, and 1401 Tower Hill Road, at 31 Pendar Road, and at 56 Silver Spring Road. All of these are within the proposed Shady Lea-Silver Spring National Register Historic District.

#### SILVER SPRING ROAD

- 56 **Cottage (early 19th century?):** A small, 1½-story, clapboarded cottage with a steep, gable roof.

#### SLOCUM

The large open plain around Slocum Corner was used for vegetables in the early 20th century, specializing in tomatoes and peppers which gave way, in the late 1930s, to Maine potatoes (varieties for storage and for "chippers"). Much of the land has recently been used for nursery and turf farming. The Slocum family settled the area possibly at the time of the Revolution. By 1857, there was a post office at the corner and, by 1867, a school district known as Slocumville or "College Plain." The village had forty residents in 1875. Inventoried buildings are on Slocum Road, Liberty Road, Indian Corner Road, Railroad Avenue, Exeter Road, and Dry Bridge Road.

#### SLOCUM ROAD

- 86 **Slocum Grange Number Thirty-Six (1900):** Simple, 1-story

hall stood to the north of Slocum's other community building, the Browning Meetinghouse (now gone).

- 300 **House and Camp Complex (early or middle 19th century through mid-20th century):** This group of houses, cabins, a lake, tennis courts, and recreation buildings was, earlier in this century, Camp Narragansett and, after World War II, Camp Murmuring Pines for girls.
- 397†† **W. R. Slocum House (middle and late 18th century):** This 1½-story, 5-bay house has a massive, central, stone chimney. A mid-18th-century date which can, unfortunately, be read several ways, is inscribed on the chimney. The interior wood work is of a later era. This is a rural farmhouse characteristic of western and southern Rhode Island in the mid-18th through early 19th centuries.

#### SPRING STREET

- 114 **George Siddal Cottage (c. 1914):** A 2-story Plum Beach summer cottage with interesting triangular massing created by a jerkinhead gable above the sloping sleeping porch and wide, spreading veranda. The cottage was purchased in 1919 by George Siddal, who owned chemical companies in Cranston and in Spartanburg, South Carolina.

#### STILLMAN ROAD

- 40 **House (c. 1890):** A 1½-story cottage with steep, pitched gables. It was once part of the hotel complex accommodating about eighty guests built by Stillman Saunders in 1889 and after. The hotel stood between this cottage and the beach.

#### STONY LANE

- 591 **Reynolds-Lawton Farm (early 19th century):** A 1½-story, central-chimney, clapboard farmhouse that retains an especially attractive Federal fireplace and chair rail in its southwest room, a Victorian ell to the east, outbuildings, and a family cemetery. The Reynolds and W. R. Lawton families lived here in the late 19th century.

- 750 **Lawton House (c. 1822):** This especially lovely grouping of open fields, outbuildings, fences, and stone walls includes a 1-story, central-chimney house which gains an additional story from a drop in grade to the rear. The house was in the Lawton family from 1822 to 1942.

- 1341 **Mary Arnold Farm (1732 and later):** This 5-bay, 2½-story, shingled saltbox seems to have been an end-chimney building which was doubled in the late 18th or early 19th century to become a central-chimney house. The house has had few changes since then. The 25-acre farm and woodland property, which belonged to Mary Arnold in the late 19th century, includes the foundation of an early schoolhouse and the Arnold family cemetery, with its 19th-century stones.

- 1520 **Whitford House (c. 1825, 1850; remodeled, 1966):** A 2-story, 4-bay, mid-19th-century house that replaced an 1825 Federal house which was moved to the rear to serve as a kitchen ell and heavily remodeled in 1966. The fields, fences,

and outbuildings retain the character of a South County farm.

**Swamptown:** Lafayette Road, which appears on maps after 1831, bisects an area of glacial kames and kettles which, in the 19th century, was the setting of small-scale farming and home of some unusually picturesque people who generated a collection of peculiar and hair-raising legends, some of which are relayed in *Facts and Fancies Concerning North Kingstown*. The Swamptown School, on the west side of the road in the 1850s and on the east in 1870, no longer stands.

#### SWEET LANE

- 97 **House (early 19th century):** A 1½-story, flank-gable, clapboarded cottage with sidelights at the doorway and window lintels close to the eaves. It probably dates from the early 19th century, when sawmilling and gristmilling began at Belleville.

#### TEN ROD ROAD

**House and Barns (c. 1910):** This especially handsome, early 20th-century house, with its fine array of barns, outbuildings, and stone walls, retains a sense of rural splendor within the Wickford National Register District. Its history is yet to be researched.

- 385\* **Henry Jones House (1884):** This large, 2-story, 5-bay, clapboard house with central entrance under a projecting door hood and ell was built by carpenter Henry Jones for his own use. Like many homes along this section of Ten Rod Road, this residence is set well back from the highway behind a broad front lawn. Separating the yard from the public way is a fine picket fence. In the 19th and early 20th centuries, such fences were common.

- 394 **Rodman Mill House (1878):** A simple 1½-story, clapboard, end-gable house; entrance with rectangular transom light and projecting doorhood supported on simple brackets. This is one of the fourteen Rodman Manufacturing Company single-family houses constructed by builders William and Alpheus Sherman on Arnold Street and on Ten Rod Road. The houses cost \$860 each. Thirteen of these houses stand today.

- 401\* **John Sunderland House (c. 1870):** A 1½-story, mansard house with bracketed cornice at crest and at eaves, a bay window, and a richly carved door hood with scrollwork and turned pendants. John Sunderland was an engineer at the mill.

- 580\* **Former Lafayette School, now Wickford Art Association (c. 1891, 1911):** The two front rooms of this late 19th-century shingled school were built about 1891 in East Lafayette, between Warburton and Dillon Streets, near the railroad. The rear room was added after the building was moved to the present site in 1911 to be a central village elementary school. The 1-story building has a hip-roof, pedimented entrance portico, and large, light rooms with vertically boarded wainscoting and built-in blackboards. A cupola has been lost. Robert Rodman donated the land.

600\* **The Old Castle (early 19th century with mid-19th century additons):** A 5-bay, 2½-story house with two 1-story ells. This was the Carr Homestead early in the century. Robert Rodman added the ells after he purchased the property in 1848 to serve as tenements for mill workers.

606, 610-620; 656\* **Rodman Manufacturing Company Mill Complex (1877-1878):** The especially handsome, brick, main mill building dominating Lafayette mill village is 316 feet long and three stories high in the rear. The twin 70-foot towers are capped by mansards with double-arched dormer windows, fine wood detailing, and iron cresting at the top. The interior has chamfered post-and-beam construction, open trusses on the third floor, and arched wooden doors with large iron hinges, all of which give a sense of clarity and power to the structure. Five other buildings built in the same style remain: the president's office, next to the road; the enginehouse, next to the main mill; the barn to the south, and two warehouses to the east. These have the massive brick walls, heavy granite lintels and sills, and other design features of the main mill, giving the complex unity and coherence. The enginehouse sheltered a Corliss engine and the barn the horses that hauled coal from Wickford to power the engines. The concrete ell on the barn was built for the mill's first truck. The stone retaining walls that reinforce the east side of the mill pond and the mill race are the only visible remains of the c. 1800 frame mill building, used for cotton manufacturing before Robert Rodman purchased it in 1848. The former dye house, to the south of the mill race, is earlier than the brick mill buildings.

611 **Former Boarding House (1878):** A large, 2½-story, clapboard building with dormers and verandas on two sides, built to house unmarried mill hands. It went out of use as a boarding house after the coming of the automobile and the building of more private homes. A still older and smaller boarding house, now at 595 Ten Rod Road, was moved from the site of the brick mill building in 1878.

645\* **Former Store and Post Office (1882):** Ambrose C. Taylor, Robert Rodman's brother-in-law, had this new and larger store and post office constructed in 1882. It originally had steps the full width of the building and scrollwork brackets supporting the veranda roof.

670\* **Taylor's First Store (mid-19th century and later):** This end-gable house with several 20th-century modifications was the Rodman Company store and Post Office run by Ambrose C. Taylor before he built a larger building, 645 Ten Rod Road, in 1882.

675\* **Cottage House (mid-19th century):** A 5-bay, 1½-story house with dormers, a porch across the front, and a cross-gabled barn in rear. Owned by the Rodmans, this was used as the Advent Christian Church parsonage before 655 Ten Rod Road was built.

680\* **Mill Housing (mid-19th century):** This mill tenement was known as "flat top."

686\* **Mill House (mid-19th century):** This typical, double mill house, set perpendicular to the road, had the unusual fea-

ture of a full-story stone basement. Ezekiel Johnson, sexton of the church and chapel, lived here.

**Advent Christian Church Parish House, Hornbeam Chapel (1848):** The Hornbeam Chapel is a simple, 1-story, clapboard structure with its gable end facing the road. The chapel was built in 1848 as a Free Will Baptist Church; it became an Advent Christian Church in 1869 and was moved after that from its original site on the north side of the road by Robert Rodman so that he could build a house there. "Hornbeam" refers to very hard wood used in its construction which came from the Nathan Rathbun land in Swamptown.

715\* **Walter Rodman House (c. 1879):** This beautifully maintained Victorian mansion may have been designed by its builder, the youngest and most artistically inclined of Robert Rodman's children. The house is a 2½-story, clapboarded, L-plan building with verandas, eaves brackets, and segmental-head dormer windows. The extensive grounds once had elaborate gardens and a greenhouse. A 2½-story barn with a jerkinhead gable and cupola remains. The dwelling's interior has elaborate parquet floors, many richly detailed overmantles with mirrors, a parlor redecorated in 1905 in Louis XV style, and a kiln in the basement for the firing of pottery. Laura Washburn, well known Rhode Island ceramist and teacher, conducted classes in this house.

731\* **Robert Rodman House, now Masonic Temple (1864):** This 2-story, hip-roofed mansion signaled Robert Rodman's transference from his previous home at Silver Spring-Shady Lea to Lafayette. The original dormers, 8-sided cupola, and several chimneys have been lost and a brick stair tower added to the front, but the splendid veranda, bracketed eaves, and clapboarding remain. Liberty Hill, behind the house, was maintained by Rodman as a public park.

382\* **John Warburton House (1885):** A 2-story, clapboard house with central entrance, two bay windows and a kitchen ell with bracketed porch supports. John Warburton, a blind man, worked as a piano tuner, chair caner, and storekeeper.

781\* **Hortense Rodman Allen House (c. 1865 and 1882):** The part of this rambling mansion most visible from the road is the generous Queen Anne addition with its projecting porte cochere, Palladian window in the gable, and picturesque tower with a domical roof (somewhat like the Tower of London). Splendid interior spaces and finishing remain. It was built in two stages, in 1865 and, the front part, in 1885.

790\* **Noyes House (18th or early 19th century):** This 5-bay, central-chimney, 1½-story house, facing east and set on a high stone basement, retains four old fireplaces. Tradition has the 2nd-floor, southern room used as a schoolroom by several of the Noyes family of school teachers. This is probably the oldest extant house in Lafayette.

**School Number Nine (1866 and 1882):** A 2-story, end-gable, shingled building with boarded-up shop windows on the first floor. This was initially a 1-story school building constructed in 1860 on the north side of Ten Rod Road to re-

place an 1842 school on Swamptown Road. In 1882, the school was jacked up and a new story built underneath. After the consolidation of the Lafayette School at Castle Hill the building was moved across the street, becoming Hazard's Hall, a movie theater and social center.

- 915\* James Phillips House (c. 1880): This 5-bay, Victorian cottage with a gable roof and kitchen ell, both parallel to the road, and with a projecting door hood and scrollwork-veranda brackets, is typical of the small version of the most common Lafayette house type. The second floor has been raised. Commercial Building (early 20th century): A 1-story, clapboard building with overhanging end gable and large shop windows. This lone survivor of busy commercial Wickford Junction was moved to its present location when the railroad underpass was built in 1939.

- 1426 Brown House (late 18th century): East of the modern house at number 1426 is a dilapidated, central-chimney, 2-story house with some beaded casing on corner posts inside.

#### THELMA IRENE DRIVE

Jean Louise Gardens (1956 and later): This subdivision, with streets named for female relatives of the developers and for the last owner of this section of the ancient Gardiner tract, was the scene of an unsuccessful attempt to build a community of prefabricated National Homes, manufactured in Lafayette, Indiana. Local regulations precluded this form of inexpensive housing.

#### TOWER HILL ROAD

- 393\* House (c. 1900): This 2½-story house with its variety of textures of wood surfacing (clapboards and patterned shingles), gable fretwork, scrollwork, and asymmetrical recessed porch is typical of the Queen Anne style of houses that were built from West Wickford to Allenton along Tower Hill Road.

- 404,\* St. Bernard's Roman Catholic Church (1874 and later), Rectory (1906), and Hall (1937): The original church, designed by Murphy and Hindle and built in 1874, was narrower, with only one lancet window to each side of the door, and had a cupola where the cross now stands on the gable. It was built as a mission from an East Greenwich parish to serve French and Irish Catholic workers in North Kingstown and Exeter. The mission had previously used homes, the Saundertown school house, and the town hall for meetings. An influx of summer people led to creation of the parish, to a series of expansions of this building through the first half of the 20th century, and to the construction of a rectory (designed by Murphy and Hindle) for a resident pastor (412 Tower Hill Road) in 1906. The rectory has lost most of its fine period detailing to vinyl siding. A hipped-roof hall behind the church was built in 1937 to designs of G. M. Denicourt.

- 631 Philo Nichols House (late 19th century): This 1-story, clapboard house with a concave mansard roof and curved dormer hoods was occupied by Philo Nichols in the 19th century.

650 House (18th and late 19th century): This apparently late 19th-century house with its crisp mansard roof and dormers and heavy sculptured Victorian door hood contains within it fragments of a much older house with corner posts and beaded casings.

- 717 Joseph C. Sanford House (c. 1828): A square, hip-roof, Federal house with central chimney, Victorian Porch, two early 19th-century additions to the rear, and some unfortunate 20th-century renovations. The house was once like Joseph C. Sanford's earlier house at 50 Brown Street, Wickford. Joseph C. Sanford developed the Narragansett Mills near this house, after 1827.

- 762, 764 Mill House (mid-19th century): This double mill house, unfortunately close to a busy road, has Federal-style window casings and a Greek Revival fireplace mantel. This and other mill houses nearby are the clearest remains of the Narragansett Mills, which stood east of Tower Hill Road and were operating from early in the 19th century until the 20th. Owners and operators of the various cotton mills, woolen mills, and gristmills were Joseph Sanford, Hiscox and Pierce, Robert Rodman, and the Belleville Manufacturing Company.

- 960 Elm Grove Cemetery (1851, with many later expansions): The creation of a large cemetery in North Kingstown marks the development of the town away from a purely agricultural base, in which burials previously took place on family landholdings. Now anyone could purchase a burial lot. The cemetery has been greatly expanded from its initial five acres, but always with the paths laid out in a simple rectangular grid, rather than the curvilinear patterns popular in Providence at the same time.

- 1085 Allen-Rodman-Wilbur Store and Apartments (1896): William H. Allen established a store and post office on this site in 1857. This building, with its jerkinhead gables and heavy Victorian door hood, was built in 1896. The original plate-glass projecting display windows were changed in the mid-20th century.

- 1135 First Baptist Church of North Kingstown (1848, with later changes): This church, founded in 1782 at Boston Neck by the well loved Elder William Northup, moved to Allenton and its third house of worship in 1848. The simple end-gable building has lost some of its historic qualities with the blanking out of part of the three-arched window in the gable and with the replacement of the octagonal open belfry with an inappropriate false "steeple."

- 1175 La Freniere General Store (late 19th century): This large, 2½-story, mansard-and-hip-roof building with a 2-story veranda across the front is one of the three stores in Allenton which served the four nearby mill communities.

- 1225 House (late 19th-century): A 5-bay, flank-gable, 2-story house with bracketed doorhood and a kitchen ell with a scrollwork veranda. This is a characteristic late 19th-century house type in North Kingstown, built in quantity in Lafayette.

- 1239 Former Allenton School (1884): This attractive, 1-story school has an interesting design of intersecting and extended

gable and hip roofs, stick patterns over the clapboards, and sunburst brackets and latticework that indicate that this was a stylish building when it was built. It replaced a simple 1855 end-gable school which stood on the south side of the Hamilton-Allenton Road, probably before 1884 which Colonel Daniel C. Hiscox, once owner of the Silver Spring mill, moved to that hamlet to be used as employees' housing. Mill House (1850s): This fine Greek Revival double house is typical of the mill housing built in the middle of the century and probably housed workers at the Silver Spring or Shady Lea mills.

- 1310 1340 Former Rodman Shady Lea Mill Barns (late 19th century): A modern pottery concern has moved into the magnificently constructed barn, with jerkinhead gable and cupola, probably built for the Rodman milling operations at Shady Lea. A second barn was destroyed in 1977, and a corncrib was moved to the front to make an entrance for the new business.

- 1365 House (late 18th or early 19th century): A 2½-story, 5-bay house with a large, brick, central chimney; monolithic cut-stone foundations; and many 12-over-12 windows.

- 1375 Mill Housing (mid-19th century): A 1½-story, clapboard duplex house with a wide shed dormer and rubblestone foundations.

- 1376† House (mid-19th century): A particularly fine 5-bay, 1½-story, Greek Revival style farmhouse with a handsome pilaster-and-architrave doorframe and a bracketed veranda on the rear ell.

- 1401 House (late 18th century?): A 2-story house with an unusual plan, recessed corner boards similar to those in the Case-Gardiner house in Wickford, 8-over-12 windows, and a molded cornice continued across the end gable. The house may have been built as early as 1763 as a mill supervisor residence for the first Silver Spring mill. The house has acquired vinyl siding in a way that retains its valuable historical architectural features.

- George Douglas House (1738 and later): This 3-bay, 2½-story house has a protruding fieldstone bake oven on the east side, and 19th- and 20th-century additions. Joseph Bullock of Wickford and John Northup of Allenton restored the dilapidated building in 1945-1946 for Judge Ira L. Letts.

- 2190 Madeleine Letts House (1923): This large, hip-roof, 2-story, brick house set amid carefully tended grounds with dry-laid stone walls was the summer home from 1948 to 1975 of Elmer G. MacDowell, director of Aluminum Ltd. of Canada.

- River Farm: Habitation at River Farm dates at least from the early 18th century, for there is a gravestone for Ebenezer Hearrandain dated 1713 in the cemetery. Now there are several buildings—a caretaker's house and outbuildings and a 1½-story, 18th- or 19th-century house, much remodeled c. 1928 and extended in the 1960s—ranged about a startlingly beautiful view of pond and river. The property has been owned since 1910 by the LaFarge family and was

the home of Christopher LaFarge, the novelist and poet, who is buried here.

#### WAMPANOAG CIRCLE

**Wampanoag Park (1939):** This small, loop-road subdivision once contained a private interior park with two pathway entries, reflecting progressive community planning ideals of the day. Most of the houses date from after World War II.

#### WATERWAY

- 25 **Captain Alfonso Gould House (c. 1850):** A 2½-story, clapboard house which was rented by author Owen Wister for many summers before he built his own house, Champ de Corbeau, two miles north of Saunderstown.
- 56 **Garlick-Wharton House (late 19th and early 20th centuries):** A 1½-story, L-plan, shingled house that was built in three stages in the late 19th and early 20th centuries. The core of the house belonged to Captain Charles H. Garlick in the 1880s. The house was later owned by Frances Willing Wharton, a daughter of Benoni Lockwood and a once well known story writer, and her husband Henry T. Wharton. The Whartons were cousins of the novelist Edith Wharton who visited frequently.
- 174 **Spindrift (c. 1893):** A large, 2½-story, gambrel-roofed shingled, summer house built by H. B. Dexter, a Pawtucket lumber merchant.

#### WEAVERS ROAD

- 35 **Johanson Upholstery, formerly School Number Sixteen (c. 1860?):** This 1½-story schoolhouse with a cross-gable roof retains all its 19th-century character—including a triple-arch window with curved projecting hood—except for its original cupola, now gone. The Hamilton School District was created in 1860.

#### WEB AVENUE

**The Hamilton Web Company (1850s or 1860s and 1883):** There are no known remains of the almost continuous milling and manufacturing history at this site which had occurred from 1686 until some time in the mid-19th century where the present remarkable frame mill buildings were constructed. The northern section, one of the finest buildings in North Kingstown, stands close to Bissell's Cove, at the point of entry of the Annaquatucket River. It is a 16-bay, 4-story structure with the two top floors increasingly diminished by two clerestory-monitor roofs. This is the only double-monitor mill in Rhode Island. The section of the mill built in the 1850s or 1860s also has a one-piece, split-log, fire-escape ladder extending the full height of the north side and both double- and triple-hung, 12-over-12, pegged windows. The stair tower for this section is four stories high with eaves brackets and, at one time, an open belfry. The lower

south extension, also sixteen bays long but only three stories high, has a single clerestory monitor and a stone foundation visible on its eastern side and may, partially, date from the 1830s. It, too, has lost the belfry of its stair tower. The south face of the wing has an unusual 24-over-24 double-hung window and grade-level dormers to illuminate the carding space below. A small, bracketed, office building is connected to the mill by later construction. Several outbuildings, some of which may have dated from the 18th or early 19th centuries, were lost in the 1938 hurricane. Parallel to Web Avenue is the waterpower trench. Water to power the machinery in the early and middle 19th-century was stored in the man-made pond to the west of Boston Neck Road. The amount of flow from the pond to the trench is still regulated by a series of water gates at the road and at the mills. This waterpower system is remarkably intact—an historically important survivor of an early industrial age. The brick weave shed to the west, built probably in the mid-1880s, is a 2-story structure with heavy load-bearing piers between the window openings, large segmental-head windows, and a low-pitched roof carrying a large, monitor skylight—details characteristic of late 19th-century New England textile-mill construction. The weave-shed north stair tower still has a concave mansard roof with dormers. (Clapboarding of the northwest corner is a later repair following storm damage.) The sign announcing the company at the entrance from Boston Neck Road, with its pineapple finial, was designed by Norman M. Isham in 1922.

- 18† **Mill House (mid-19th century):** A 1½-story, end-gable house with Greek Revival detailing on two doorways and a long shed-monitor dormer on the roof. The 12-over-12, small-pane windows suggest construction at the same time as the frame mill.

#### WEST ALLENTON

- 15 **The Carriage Inn (mid-19th-century and 1976):** A 19th-century, cut-stone barn, one of the few old masonry buildings in North Kingstown, is the core, with extensive new construction, of a modern restaurant. The barn and the granite gateposts near the road may be left from the estate of Charles Allen, who lived here in 1855.
- Former Kettle Hole Mill (1851 and 20th century):** A small, 1-story, frame cottage which was once the Kettle Hole gristmill. A cotton factory began operating at this extremely attractive site at the edge of spring-fed Kettle Pond in 1851. From 1867 to the end of the 19th century, "Reverend" Charles Henry Rose, a well-loved figure, ran the mill as a gristmill for corn, studied the scriptures in Greek, wrote poetry, and argued religion with all comers. Kettle Hole Pond was created by an ice block left by a retreating glacier some 12,000 years ago.
- 605 **House (early 19th and 20th centuries):** A 1½-story, shingled house with eells and dormers. It was probably built in the early 19th century and heavily remodeled in the 20th century.

#### WEST MAIN STREET

- 1-11\* **Avis Block (1850):** A 2½-story, brownstone-trimmed, brick commercial block with a slate-covered gable roof. It contains four shops on the ground floor. Separating the shop fronts and entrances to the upper floors are rusticated brownstone piers. The building was constructed in 1851 to replace six shop buildings and a residence which were destroyed by fire on the last day of 1850. The upper floors were converted to apartments during World War II by Edgar L. Nock and his wife, owners of Ramblewood (see 320 Boston Neck Road). The Avis Block, severely correct and well proportioned, like its neighbor at 13 West Main Street, is an outstanding example of small-scale, mid-19th-century, commercial architecture.
- 13\* **The Standard Times, formerly Wickford National Bank (1871):** Handsome, 2-story, end-gable, masonry building with a rusticated-stone first floor, stone quoins on the corners of the brick second floor, and modillion cornice that outlines the eaves and closes the gable. The building was erected in 1871 for the Wickford National Bank as "banking house and dwelling" after the bank's previous premises were destroyed by a fire during a robbery attempt. This is one of the finest small-scale business blocks in Rhode Island.
- 16\* **Daniel Eldred Updike House (1793-1794):** A central-chimney, 5-bay house with a pedimented doorway with fluted pilasters and a pillow frieze. Daniel Eldred Updike was a surveyor, collector of the Port of North Kingstown, and a friend of William Ellery of Newport.
- 30\* **House (mid-19th century):** A 2½-story, clapboard, Greek Revival house with a wide-board entablature over the doorway and pilasters and sidelights. The house was the Methodist parsonage in the late 19th century.
- 31\* **North Kingstown Ambulance Association, former Methodist Episcopal Church (1885):** This 1-story, L-shaped building was built—without its new garage doors and with clapboarded walls and an open bell turret and steeple—by the Sherman brothers of Wickford to designs furnished by the Board of Church Extension. Methodist preaching began in Wickford in 1793 with a class in the Warwick circuit. In 1895 this church had a membership of ninety-five. Now it is a museum of firefighting memorabilia. Over the garage door is a large, circular sign painted with the image of a winged ambulance.
- 90\* **Captain Vincent Gardner House (mid-19th century):** A complex, 2-story, cross-gable, clapboard house with a 3-story, mansard, tower addition and scalloped vergeboard decoration. Captain Vincent Gardner directed the Sloop *Lucy Emeline* on her Providence run in the mid-19th century. Since late in the 19th century the house has been occupied by the Greene family, who owned the Hamilton Web Company for four generations. The property includes the site of the shipyard where, in 1816, Captain William Holloway built the famous 30-ton packet sloop the *Resolution* which ran between Newport and Wickford for fifty-five years.

- 115\* **Rufus and Mary Sweet House (c. 1843):** A handsome, Greek Revival, 2½-story, 3-bay, end-gable house with Ionic portico. It was once the home of S. H. Vaughan who was an owner of the Hamilton Web Company. Later, with the mansarded cottage to the west (131 West Main Street) it was the Parley M. Mathewson estate. It is surrounded by an attractive fence.
- 131\* **J. Adams House (before 1870):** This attractive mansard cottage was, with 115 West Main Street, part of the Parley M. Mathewson residence in the late 19th century.
- 136\* **Old Town House (1806):** This simple 1-story building was built by William Holloway on land given by Daniel and James Updike in 1806. Meetings were previously held in various homes. After the new Town Hall was built in 1889 the building was used by religious and fraternal groups and for storage.
- 141\* **William Holloway House (1809):** A classic, 2½-story, central-chimney Federal house with a Greek Revival doorway. It was built by William Holloway, master of the famous packet sloop *Resolution*. Holloway was one of the first to move from Main Street up to Quality Hill, a newly developing area of town.

#### WICKFORD

The New England coastal village of Wickford, which retains evidence of its 18th-century foundation and growth and 19th-century continuation as a significant as well as beautiful village, is defined here by the Wickford National Register District. Inventoried buildings within this area are on Main Street, West Main Street; Church Lane, Pleasant Street, Fowler Street, Bay Street, Elam Street, Brown Street, Phillips Street, Oakland Avenue, Boone Street, numbers 15 through 173 Boston Neck Road, and St. Bernard's Church on Tower Hill Road.

#### WICKFORD NORTH

Wickford North describes the proposed addition to the Wickford National Register District. It is suggested that land on both sides of Post Road, including the loop of Old Post Road, and inventoried houses including 7919 to 8061 Post Road be included.

#### WILLET ROAD

- 75 **St. Stephen's House (1902):** A generous and attractive, 2-story, gable-roofed, shingle house with central chimney and wrap-around front porch. The house was originally owned by St. Stephen's Church.
- 90 **Adolphe Borie House (c. 1903):** A large, 2-story, frame house with a hip roof. It was designed by the Philadelphia firm Zantzinger, Borie, and Medary for architect Borie's brother, Adolphe Borie, a well known artist. Many windows have been modernized and the porch on the south side filled in.

#### WINDWARD ROAD

- 175 **C. Weeden House (mid-18th and 20th centuries):** This 1½-story, gambrel-roofed house has a room to the southeast with Federal woodwork. Upstairs are fragments of Colonial building craft: raised paneling, board-and-batten doors, raised-panel doors, and wrought-iron hinges. A large, stone, kitchen fireplace is in the basement. Like the gambrel-roofed houses in the south part of town (see 191 Sherman-town Road), this house has a 2-run stairway. The living room was rebuilt in the 20th century after a fire. The north side of the house is much modernized but retains a small Federal fireplace of particularly elegant proportions.

#### YORKTOWN MANOR

Platted by the Massasoit Housing Corporation in 1943, with Federal Housing Administration financing, Yorktown Manor is a community of gable- and hip-roofed, 2-story, duplex houses with the two entrances in the center united under a single portico. The plan of the community, with a handsome main entrance road with a wide median green-way, culs-de-sac, shared common land between house lots, and a large (but never developed) park in the center, reflects the advanced planning concerns of the 1930s as exemplified by the "Greenbelt" villages of Maryland, Wisconsin, and Ohio. In Yorktown Manor are Yorktown Drive, and Ranger, Wasp, New Lexington, Saratoga and Hornet Roads.

#### ADDENDUM:

#### QUONSET POINT NAVAL AIR STATION

**General Dynamics Corporation, Electric Boat Division Plant (1978-1980):** General Dynamics planned this automated-welding facility for fabrication of Trident Submarine hull sections to be barged to the corporation's Groton yard for assembly. The technologically sophisticated Quonset plant will be capable of handling a variety of complex, large-scale, metal-fabrication operations. The steel-frame building, designed by Lev Zetlin Associates, architects and engineers, is sided with corrugated sheet metal. It is 460 feet long, 615 feet wide and contains 125-foot-high work spaces serviced by six radio-controlled bridge cranes. Four subsidiary structures attached to the main building accommodate office, laboratory, cafeteria, and storage spaces. In general character, the new plant relates to the Air Rework Facility. Its scale, however, is unique; it dwarfs the World War II structures at Quonset.

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