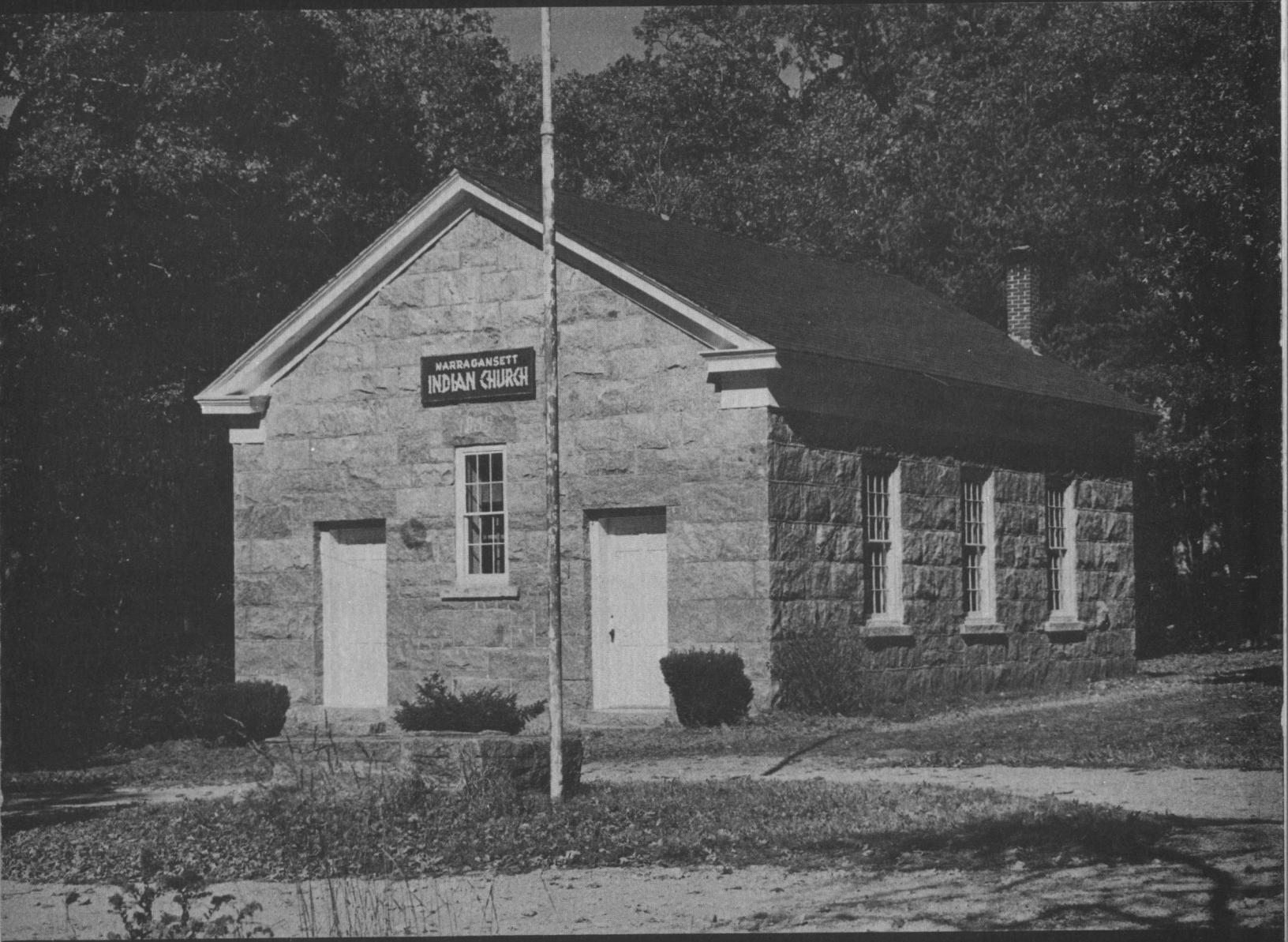


Historic and Architectural Resources of Charlestown, Rhode Island: A Preliminary Report



Rhode Island Historical Preservation Commission

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

PRELIMINARY SURVEY REPORT

TOWN OF CHARLESTOWN

June, 1981

This document is a copy of the original survey published in 1981.
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.

For up-to-date information, please contact:

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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.

RHODE ISLAND HISTORICAL PRESERVATION COMMISSION

150 BENEFIT STREET, PROVIDENCE, RHODE ISLAND 02903

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PREFACE

The Rhode Island Historical Preservation Commission, established by the General Assembly in 1968, is charged with the responsibility of safeguarding Rhode Island's cultural heritage. In order to provide an overview of the physical record of this heritage, the Commission has initiated a "broadbrush" or preliminary planning survey of the rural and suburban towns of the state. The purpose of this initial inventory is to identify and record properties of historic and architectural significance in each town. Presently, archeological resources are treated through a separate survey effort being conducted by the Commission. The preliminary surveys are designed to provide a catalog of nonrenewable cultural resources. This information is needed for a variety of planning purposes at the local, state, and national levels. It identifies sites, districts, and structures eligible for nomination to the National Register of Historic Places, and it becomes a basis for preservation planning.

The preliminary surveys are accomplished by driving all public rights-of-way in a given town and noting on an appropriate map each building or site of particular architectural, visual, cultural, or historic significance. Each property is photographed and recorded on a standard data sheet which includes a physical description and notations concerning history, use, condition, and architectural style or period. The significance of each property is evaluated in a preliminary fashion and properties are designated as being in one of three categories: properties already on, or approved at the State Review Board level, for nomination to the National Register of Historic Places; properties recommended at the staff level for nomination to the Register; and other significant properties, some of which, with further study and review, may be determined to be eligible for the Register. Known archeological sites are mentioned only incidentally in these studies to provide historical context.

In preparation for a Commission preliminary historical and architectural survey, the staff reviews all existing studies, town histories, reports, and other readily available information to ensure that published historic sites and structures are included. In addition, planners, historical societies, and knowledgeable residents are consulted.

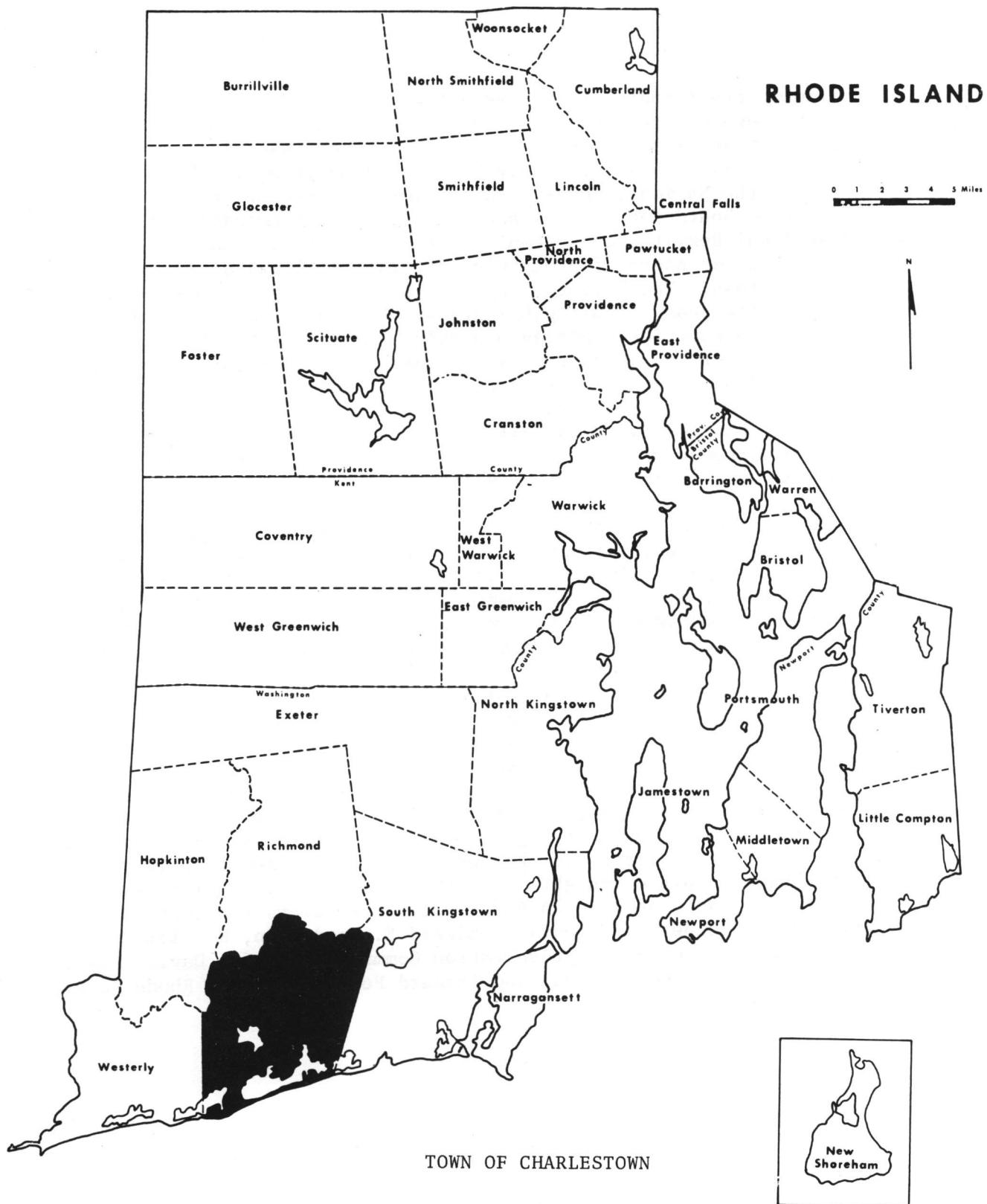
Upon completion of the survey, finished maps are developed and a brief report written. The result is a preliminary document--useful until a full-scale, intensive, cultural-resource survey of the community can be completed. The Rhode Island Historical Preservation Commission will conduct such intensive surveys if funds and staffing are available.

INTRODUCTION

The following preliminary study covers the historical and architectural resources of the town of Charlestown. The report includes a short, illustrated account of Charlestown's architectural and developmental history in Section I. Section II is a comprehensive list of properties in the town already listed in the National Register of Historic Places or approved by the Rhode Island Review Board for the Register, and those recommended for nomination to the National Register as a result of this preliminary survey. Section III is an annotated inventory of properties of historical and architectural importance in the town. The Inventory numbers are keyed to the small-scale locational map at the rear of this publication. For more precise information on the location of properties, reference should be made to the large-scale, preliminary, cultural-resource survey map prepared by the Historical Preservation Commission and drawn at a scale of one inch to one thousand feet. This large-scale map is on file at the Rhode Island Historical Preservation Commission and in the Charlestown Town Hall; copies have also been deposited with the State Department of Transportation, the Division of Statewide Planning, and the Department of Community Affairs.

The Commission would like to thank the many officials, residents, and scholars who assisted in the conduct of the preliminary survey and in the publication of this report. In particular, the Commission would like to thank Margaret Fletcher and Helen B. Church, whose original survey work done for the Preservation Commission in 1974 was the starting point for the present survey and report. Much of their material was incorporated into an environmental report pertaining to the construction of two nuclear power generating units which were to be built in Charlestown. In addition, Margaret Fletcher provided additional information and comments relating to the analysis and inventory sections of this report. Important contributors to the Native American sections were made by Ella Thomas Sekatu, Executive Director/Tribal Coordinator of the Narragansett Indian Tribe, and by Ethel Boissevain, Professor of Archeology and Anthropology at the City University of New York. Bill Brophy, formerly with the Rhode Island Attorney General's Office, provided up-to-date information on the present status of the Indian land settlement, while Paul Campbell contributed valuable insights into the Native American history. Peter Arnold provided data on Arnolda East. Other reviewers and contributors to this report are Antoinette F. Downing, Edward F. Sanderson, William M. Woodward, and Kevin Munroe of the Preservation Commission staff; David Chase, a Preservation Commission consultant; and Leonard Pennagio of the Rhode Island Department of Economic Development.

RHODE ISLAND



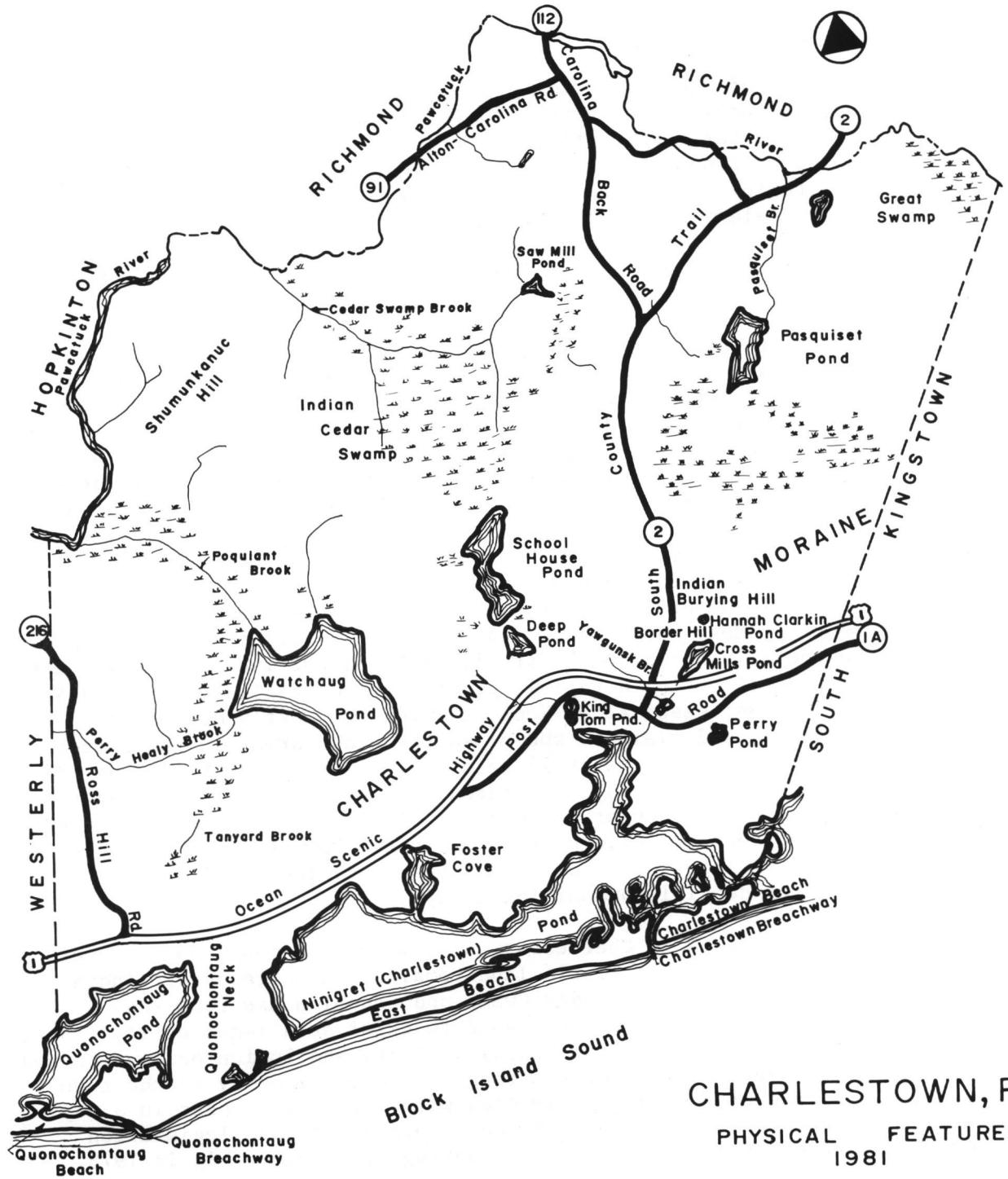
I. ANALYSIS

OVERVIEW

For thousands of years before the arrival of Europeans, Native Americans inhabited what is today Charlestown. Their economy was centered on hunting, fishing, and agriculture--which they carried out in all parts of Charlestown. Native Americans continued to play a substantial role in local affairs during the ensuing historical period. For much of the eighteenth and nineteenth centuries, Rhode Island Indian history is the history of the Indians in Charlestown. This heritage lives on in the continuing presence of the Narragansetts--their lands, institutions, and historic sites still in tribal use.

The first white settlers arrived soon after 1660, occupying the flat, fertile coastal plain where several large plantations were established in the eighteenth century. Farms were also created in the more rugged interior sections. In the early nineteenth century, the Pawcatuck River, which forms Charlestown's northern border, was harnessed to power textile mills, and several industrial villages sprung up. Cross Mills, near the coast, developed as a local center oriented to the important Post Road and serving area farmers with stores, a post office, and gristmills. During the nineteenth century, Charlestown's largely agrarian population declined, but in the twentieth century, improved highways and increased use of automobiles made Charlestown's lovely natural resources accessible to increasingly larger numbers of people. Most came to the coastal area, first as seasonal residents, then especially after World War II, as permanent inhabitants. Today, Charlestown's coastal strip, a rapidly growing residential area, includes a large number of businesses along Route 1 which are mostly dependent on fishermen, tourists, and visitors who crowd the beach areas in the summer season. The interior parts are still relatively sparsely settled, but several ponds host summer colonies, numerous campers use Burlingame State Park's facilities, and houses are strung out along the town's highways and byways. Along the northern fringe of town, in the Pawcatuck Valley, the former industrial villages of Carolina and Shannock, their mills long since idle, are quiet residential communities today.

The Native Americans in Charlestown also witnessed many changes over the centuries. By 1880, what little land remained in Narragansett Indian hands--tracts centering on the Cedar Swamp and School House Pond--was acquired by the state and the tribe ceased to exist as a legal entity. But, Charlestown remained the center of tribal activity and Indian occupation and today the Narragansetts represent a strong and vocal minority in the town's population, linking present-day activities with the distant past in a way unknown elsewhere in Rhode Island. Recent court action and legislation returned a portion of the tribal land to Narragansett ownership in 1978.



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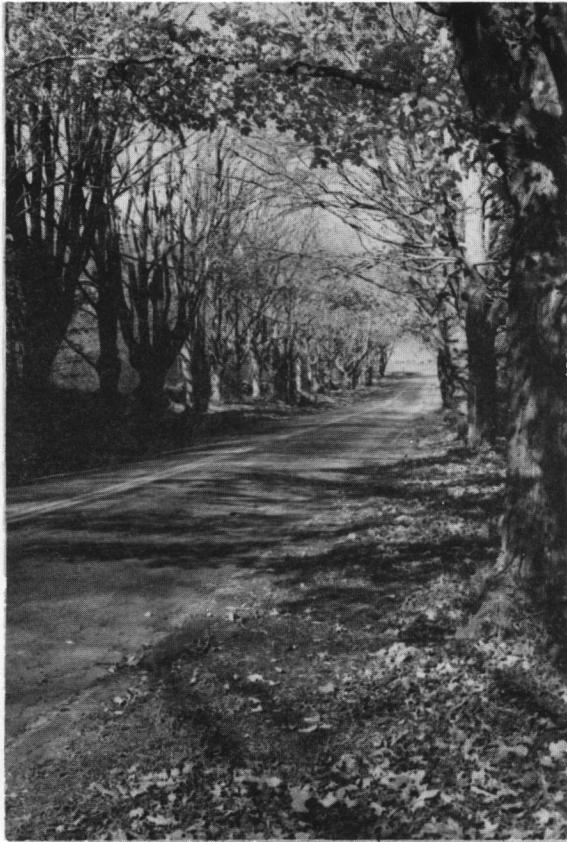
LOCATION AND POPULATION

Charlestown is located in Washington County, in southern Rhode Island, along Block Island Sound. The towns of Westerly and South Kingstown flank it on the west and east. The northern and northwestern boundaries, with Richmond and Hopkinton, respectively, are formed by the meandering Pawcatuck River. An irregularly shaped town of about 41 square miles, Charlestown's estimated 1980 population of 4,793 gives it an average population density of about 116 people per square mile, the sixth lowest in the state. However, this statistic is nonrepresentative because the population is much greater in the flat coastal plain in the southern part of town and is much lower in the swampy and hilly interior, which includes the large Burlingame State Park and Management Area. In addition, the summer population is considerably greater, creating a major seasonal fluctuation in numbers.

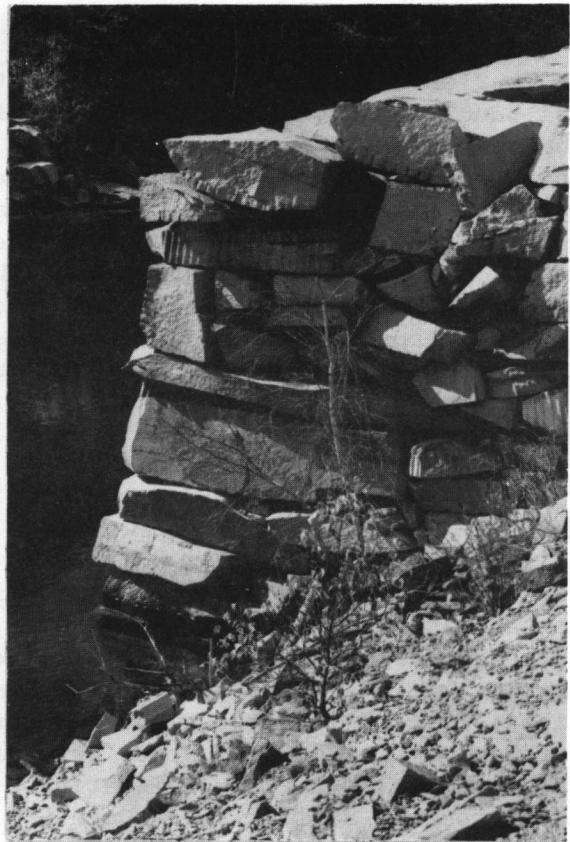
TRANSPORTATION

A network of numbered highways crisscrosses Charlestown. The most important is U.S. Route 1. Originally, U.S. 1 was the designation for the old Post Road. Laid out in the early eighteenth century and reportedly following an Indian trail, it was an important route of travel and a communications link into the twentieth century. In the modern highway era, other highways across the state have taken most of the through traffic between the major cities, relegating U.S. 1 in Charlestown to the status of a local route. Earlier in the century, the Post Road in the western part of town was upgraded to a four-lane divided highway; later, a completely new section of divided highway was built through the eastern part of town; the sections of the old Post Road it by-passed is now designated Route 1A. The new U.S. Route 1 and the reconstructed older section are now known , at least in part, as the Ocean Scenic Highway. Route 2, the South County Trail, connects the Providence area in the north with Cross Mills at U.S. 1 and 1A in the south. Route 2 is joined in Charlestown by Route 112, the Carolina Back Road, which enters the town at Carolina. From Carolina, Route 91 runs west through several small villages in Richmond and Westerly, to Westerly Village. Route 216, Ross Hill Road, is a minor highway skirting the southwestern part of town, linking Westerly's Bradford with Charlestown's Quonochontaug area. Another route, unnumbered, connects the northern mill villages--Kenyon, Shannock, and Carolina. The volume of traffic along these roads varies considerably with the seasonal fluctuations in population and recreational use of the seashore.

The main line of Amtrack between Boston and New York passes through the northern edge of town and provides limited passenger service at Shannock (on the Richmond side). Bus service is available, and Rhode Island's Westerly State Airport is located a short distance west of town.



Historic Post Road at King Tom Farm. (#51)



Former Granite Quarry: off Cookestown Road. (#29)



Watchaug Pond, Burlingame Reservation. (#4)

GEOLOGY AND LANDFORMS*

Charlestown's landscape, a complex interface of land, vegetation, and water, results from millions of years of geological formation, erosion, and weathering, and of the more recent transformation of the land surface caused by glaciers. Topographically, the town comprises several distinct, easily recognized areas. Between U.S. Route 1 and the ocean is the flat coastal plain with two large salt ponds and sandy barrier beaches. Vegetation here tends to be low and sparse. North of (and paralleling) U.S. Route 1, is a belt of knobby terrain, ranging in width from about a mile in the east to about a half mile in the west. Dotted with swamps and ponds, this area is forested. The relatively low-lying Pawcatuck Valley forms the entire northern boundary. It too harbors forest growth.

The land rises from the coast, along Block Island Sound, to hills which attain only modest elevations due to the effects of erosion and glacial action. Most summits, including Shumunkanuc Hill in the northwestern corner of town, range from 180 feet to a maximum of about 250 feet, occurring in the northeast part of town, southeast of Kenyon. Elevations drop to about ninety to sixty feet above sea level in the Pawcatuck Valley.

Whereas most of interior Rhode Island is underlain by older granitic rocks, the bedrock of Charlestown--part of a belt extending from Narragansett to Westerly--is made up of younger granitic material. The medium-grained, pink, granite formation includes the famous fine-grained granite of the Westerly area which was extensively quarried in the nineteenth and early twentieth centuries. Charlestown has several abandoned quarries, including a large one near Cookestown Road (#29).**

Continental glaciers--vast ice sheets overriding the land--in the recent geologic past, are responsible for most of Charlestown's present topographical variety. The southward-moving ice mass carried large quantities of soil and rock which were deposited indiscriminantly over the land when the ice sheet melted about 11,000 years ago. In several places, where the end of the ice sheet remained stationary for long periods of time while ice movement continued to carry forward boulders, soil, clay and other materials, long ridges of earth, known as end moraines, were formed. The Charlestown moraine, extending from Wakefield to Watch Hill, is an excellent example of this geological form. A sinuous ridge, ranging in elevation from about 200 feet at the South Kingstown boundary, to about 150 feet near the Westerly line, it lies north of U.S. Route 1, which approximately follows its southern boundary. In places, large ice blocks were left standing after the glacier's

*Refer to the Map of Physical Features following page 1 for locations.

**Numbers in parentheses refer to the Inventory (Section III) and to the Map of Cultural Resources following page 54.

retreat. Subsequently covered up with material deposited by glacial melt-waters, depressions resulted when the ice chunks melted, creating a very irregular landform known to geologists as kame-and-kettle topography. In Charlestown, Deep Pond and Hannah Clarkin Pond are but two of the many water-filled kettle holes which are common to end moraines.

Before glaciation, rivers and brooks draining the interior followed relatively short and well defined routes to the sea. Glacial deposits, particularly the creation of the Charlestown Moraine--essentially a massive earth dam--blocked the pre-existing waterways. Poor drainage north of the end moraine created numerous swamps and ponds, including Watchaug Pond, School House Pond, and Pasquiset Pond, Indian Cedar Swamp and the Great Swamp. Because of glacial interference, the Pawcatuck River, only five miles from the sea where it exits the Great Swamp, meanders almost twenty miles before reaching the sea in Westerly. In its approximately ten-mile course along Charlestown's northern border, the river drops only about thirty feet. All the town's brooks are short, ill-defined, slow-moving waterways, their identity often lost in their swampy borders.

South of the Charlestown Moraine, vast quantities of meltwater, heavily laden with rock and soil created the coastal plain of generally sorted beds of gravel, sand, and clay. At that time, sea level was lower than at present. Over the thousands of years since the retreat of the glacial and the return to "normal" sea levels, the outwash deposits were worked and re-worked repeatedly by storms, tides, and currents to produce a long barrier beach, ponds, and marshes. The Charlestown (or Ninigret Pond) complex, covering a surface area of 2900 acres and connected to the sea by the Charlestown Breachway, is the largest salt pond in Rhode Island. It has several small coves and extensive beaches and marshes. Charlestown Pond is separated from the ocean by a two-mile barrier beach, most of it the Ninigret Conservation Area. The Quonochontaug Pond complex, partly in Charlestown, is linked to Block Island Sound by the Quonochontaug Breachway.

Originally forested, then cleared extensively for farming by Native Americans and early European settlers, much of Charlestown has reverted to forest. Parts of the town--the swamps and the more rugged slopes and rocky areas--are still uninhabited, including the large, state-owned, seasonally utilized Burlingame tract.

A knowledge of Charlestown's topography provides insights into the town's settlement and land-use history. It would be safe to say that at various periods of time, as perceived by the different groups of settlers, from the original Native American inhabitants to the present residents, all of the town's varied natural resources played a role in the town's history and are intimately bound with the town's cultural resources. The account of the town which follows will emphasize the influence of the natural environment and landscape on Charlestown's history.

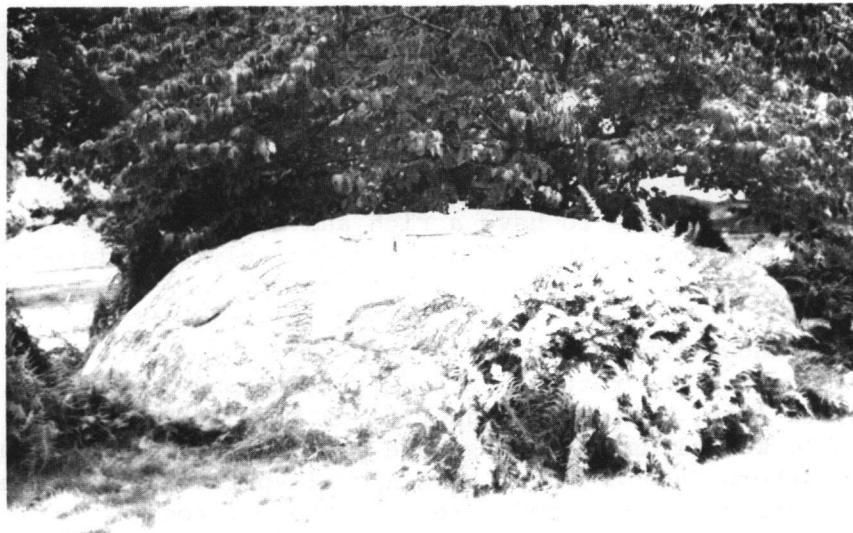
PREHISTORIC NATIVE OCCUPATION AND SETTLEMENT

Charlestown is fortunate to have a rich and living Native American heritage. No town in Rhode Island is more extensively associated with Indian history than Charlestown.

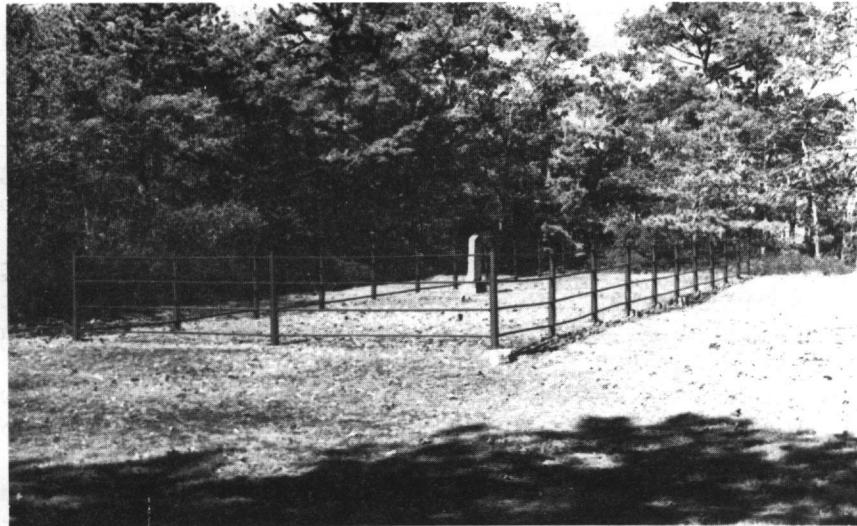
The earliest-known inhabitants of New England were Paleo-Indians who probably arrived during the retreat of the last ice sheet, some 10,000 years ago. Their way of life, centered on hunting nomadic herd animals, and adapted to a cool, wet climate and a spruce parkland vegetation similar to that found in northern Canada today. The Archaic period Indians who followed knew a drier climate and a woodland more like that of today. Efficient hunters and gatherers, these people were seasonally nomadic. Woodland period Indians, here through the time of colonization, were basically hunters and gatherers who lived in seasonal settlements along the coast and inland.

The Native American population occupying the Charlestown area when Europeans arrived were the Niantics and some Narragansetts, who, like many other Eastern Woodland groups, were a semi-nomadic people with specific territories. In summer, most would migrate closer to the ocean, where wooded areas had been cleared for horticulture. Natives could take advantage of natural resources in bay areas. Their economy consisted of hunting, gathering, fishing, and harvesting shellfish, with a substantial amount of food provided by slash-and-burn agriculture involving a round of forest clearing, then burning the debris and planting crops in the burned over areas after the soil was turned over. The plots yielded well for a period of three to six years until soil fertility diminished, then a new plot would have to be opened in another area. Since the Niantics' wood and brush houses were located near their fields, settlements shifted continually. This was not a particular problem because land ownership was by the tribe as a whole and use was available to the individual member according to need. The Niantics also planted crops in the grasslands along the coast and set up summer camps to catch, dry, and store shellfish for the winter. Despite a moderate population density, the entire outwash plain yields evidence of Indian occupation as a result of the shifting settlements.

In general, Native American sites in the Charlestown area include villages, campsites, forts, and burial grounds. Villages were sizable communities including up to several hundred people. Loosely bounded and generally rambling areas, they later became uncommon and were replaced by forts--concentrated, walled communities, which were occupied during the pre-historic and early historic periods. Most of these were constructed by Indians. Fort Ninigret (#36) a Niantic site, was occupied at least twice, according to recent archeological investigations, once between A.D. 700 and 1300 and again in the early 1600s, the major period of occupation, when the site served the Niantics as a seasonally occupied fortified stronghold and trading center. Campsites--scattered throughout the Charlestown area--were small, compact sites usually occupied by several families during the nomadic segments of the year. The availability of specific resources, notably



Coronation Rock, King Tom Farm: Post Road (#49)



Royal Burial Ground of the Narragansetts: Narrow Lane. (#35)



Fort Ninigret: Ninigret Road. (#36)

water, predetermined their location. Burial grounds in prehistoric times were normally associated with the villages. In the early historical period, they became very compact and were situated in sacred areas such as Indian Burying Hill (#35).

The Niantics were a small and weak tribe who inhabited the coastal area of southwestern Rhode Island and southeastern Connecticut. To the west, occupying much of southeastern Connecticut, were the bellicose Pequots; they held sway over much territory nominally Niantics. The Eastern Niantics were alternately independent, allied to, or subservient to, the Narragansetts, the powerful tribe which exerted control over most of Rhode Island. The Narragansetts and Pequots were rivals and they repeatedly fought for local dominance in Niantic territory. Their most famous battle occurred at Shannock Falls. Here, the Narragansetts successfully defended the important fishing rights which they controlled.

THE SEVENTEENTH CENTURY

Native Americans and Early European Contacts and Conflicts

The Dutch explorer Adrien Block was the first European to actively investigate and describe Narragansett Bay, the Rhode Island coast, and the offshore island which bears his name. Soon after Block landed at Pawcatuck Rock, near the mouth of the Pawcatuck River, in 1614, Dutch traders were exchanging cloth and arms for furs from the Indians. A trading house was established on the Connecticut side of the Pawcatuck by Thomas Stanton in 1649. There is some archeological evidence of Dutch settlement, or trading activities, at Fort Ninigret (#36) which was a Niantic compact fortified site. In 1637, the fort was surrounded by Captain James Mason, who was in command of the Connecticut forces in search of Pequots during a war which severely defeated and effectively broke their power. The Narragansetts, waging a losing struggle against a steady tide of white domination, went to war against the white settlers in 1675. King Philip's War, as it was known, embraced much of southern New England. The Great Swamp Fight of December 19, 1675, fought in nearby South Kingstown, dealt a severe blow to the Narragansetts; by July, 1676, King Philip's War was virtually over. Ninigret, the sachem of the Niantics, remained neutral during the war, and for his neutrality, was allotted a large area of "tribal lands" in Charlestown. Ninigret's group of Niantics was perhaps the largest remaining band of Indians left in southern New England. After the war, Charlestown's tribal lands became a sanctuary where remnant groups of Narragansetts could live in relative tranquility. Additional refugees, including Wampanoags, Nipmucs, and Pequots, settled in the Charlestown area. Although the Eastern Niantics formed the core of this new Indian community made up of a number of remnant tribal groups, gradually, by the end of the seventeenth century, the surviving Indian population in the Narragansett country became known as Narragansett Indians.

European Settlement

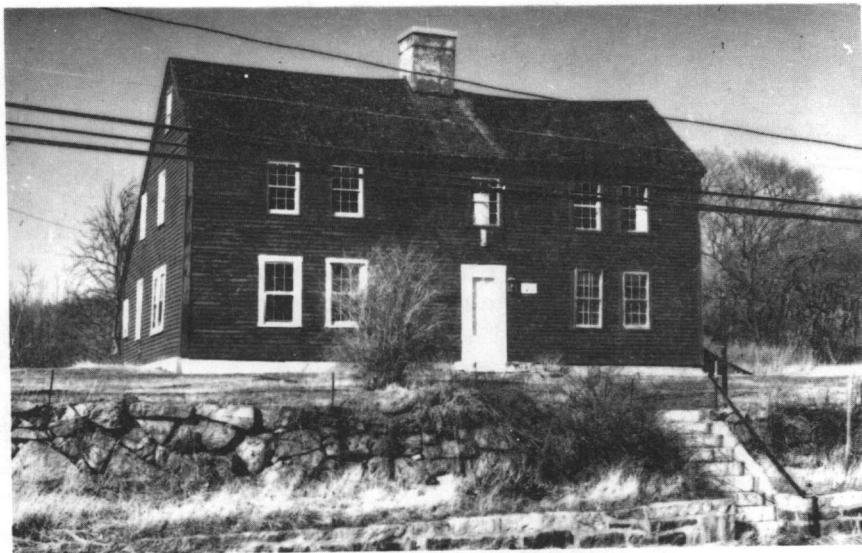
Initial European contacts with the Indians were for purposes of trade, but as the power of the Indians weakened and as the white settlers began to grow in numbers the matter of ownership of the Narragansett Country, as today's Washington County was then known, became a matter of contention among the Rhode Island, Connecticut, and Massachusetts colonies. The Rhode Island Patent of 1643 included the Narragansett Country, but confusion over names and boundaries prolonged resolution of the dispute until 1720. Despite uncertainty over ownership, two purchases by groups of private individuals from the Indians wrested control of much of the Narragansett country. In 1657, the lands along the west shore of Narragansett Bay comprising today's North and South Kingstown and Narragansett were included in the Pettaquamscutt Purchase. In 1660, a private company organized in Newport purchased Misquamicut, an area including the present towns of Westerly, Charlestown, Hopkinton, and Richmond, which were part of Westerly when it was incorporated in 1669; then, there were only about thirty families in the entire area. Jeffrey Champlin, one of the original Misquamicut settlers in 1661, got a large tract of land in Charlestown, on which the Naval Air Station was later located. The Stantons also acquired large landholdings in Charlestown. Robert Stanton was one of the Misquamicut purchasers. Thomas Stanton, who ran the Connecticut trading post, reportedly paid a ransom to the Pequots for the release of a Niantic or Narragansett princess, and received a large tract of land in Charlestown as a reward. It is said that an early house at Quonochontaug (#70) may have been a Stanton house used in the seventeenth century as a trading station. Although the seventeenth century was a period of development along the coastal plain, little, if any, features survive from this earliest period of European settlement.

THE EIGHTEENTH CENTURY

Early Farms and Farm Buildings

The eighteenth century in Charlestown, as well as throughout Rhode Island, was dominated by an agricultural economy. In Charlestown there was a clear-cut distinction between farms along the coastal plain and those inland. At least two plantations--belonging to the Champlins and the Stantons--were established near the ocean.

The plantation system came into being around the beginning of the eighteenth century and prospered until the disruptions of the Revolutionary War caused its demise. These plantations bore a resemblance to their southern namesakes, including extensive use of slave labor. The northern aristocracy established large estates based largely on a livestock industry, dairy products (particularly cheese), and the raising of Narragansett Pacers, a horse much in demand in the southern colonies and the West Indies. The Champlins, on their 2000-acre plantation, specialized in sheep production. Reportedly, Joseph Stanton's "lordship" in Charlestown consisted of a four-and-a-half-by-two-mile tract containing 40 horses and as many slaves. The



C. Burdick Farm: Shumunkanuc Hill Road. (#75)



V. Ennis Farm: Sand Plain Road. (#73)



Quonochontaug Breachway & Summer Houses:
Quonochontaug. (#11)

average coastal farm here is said to have 200 acres of cropland and pasture, 10 to 100 acres of woodlot, 100 to 200 feet of beachfront from which seaweed was gathered to fertilize the fields, and 12 acres of marsh grass for animal fodder and bedding.* Because of the heavy development of the plain for residential and other non-agricultural uses in the twentieth century, there are few traces of any former plantation or coastal farm in Charlestown. The Burdick Farm (#27) on Charlestown Beach Road remains intact but is no longer being farmed.

In contrast to the large farms and the plantation way of life of the coastal areas, the interior farms sited on hillier, more rocky terrain were smaller and were owned and operated by one family. Most were subsistence farms, raising enough food for the family, with a small surplus exchanged for other goods and services. Because the interior has remained sparsely settled until recent years, some of the early farms there still exist as open land, even if not presently farmed. In most cases, the original farmhouse is gone, and in some instances the fields have been cleared of their early stone walls; but the rural landscape has survived. The best extant rural landscapes today include the Holloway Farm (#17), off Biscuit City Road; the V. Ennis Farm (#73), on Sand Plain Road; Green Pasture Farm (#74), on Shannock Road; and the former Burdick and Steadman Farms (#75 and 76), on Shumunkanuc Hill Road.

A few good examples of eighteenth-century farm dwellings survive in Charlestown. The vacant farmhouse on the Burdick Farm (#75) and a vacant farmhouse on Biscuit City Road--the J. P. Green House (#18)--are typical of the early one-and-a-half-story residences, both centered around a large, stone chimney. The use of stone for the entire chimney is common to southwestern Rhode Island, where good quality granite is readily available. Two other early one-and-a-half-story houses--the Jeffrey House (#10-E), on Old Mill Road, and the Sheffield House (#69), at Quonochontaug--both entered in the National Register, have gambrel roofs, a less common form. Another early dwelling at Quonochontaug, the Babcock House (#70), also in the National Register, typifies the larger, two-and-a-half-story center-chimney farmhouse, while the two-and-a-half-story Wilcox farmhouse (#64), on Post Road, with its gable roof sweeping down at the rear, is a rare "saltbox" type. All the early houses have or had shingled exteriors; Charlestown's cedar swamp was a center of shingle production, where the Narragansetts had a shingle business as a Tribal enterprise.

Roads

The roads established in the eighteenth century to connect farms form the basic road network today. Perhaps the earliest road in Charlestown is the Old Post Road. Laid out through the area in 1703, it became the region's most important highway and remained the key transportation artery in Charlestown until parts of it were bypassed by a modern highway in the twentieth century.

*H. Browning, 1978, as cited in An Elusive Compromise..., 1980. p. 56.



Wilcox Farm: Post Road (#64)



The Babcock House, or "Whistling Chimneys":
Quonochontaug. (#70)



Narragansett Indian, or Joseph Jeffrey House
(c. 1709): Old Mill Road, Historic Village of
Narragansetts. (#10-E)

Over the years, a number of structures--residences, stores, halls, inns, schools, and mills--were established along its path. Today, a large percentage of Charlestown's important cultural resources are found along the Old Post Road.

Biscuit City Road (#15) is one of the early interior highways. Typical of the town's back roads, it is curving and lined for the most part by old stone walls and large trees. It crosses the Pawcatuck River to Richmond over a wooden bridge (#16), the only surviving example of its type in Charlestown. Other good examples of early roads include Old Coach Road, Shumunkanuc Hill Road, Buckeye Brook Road, Kings Factory Road, and Old Mill Road.

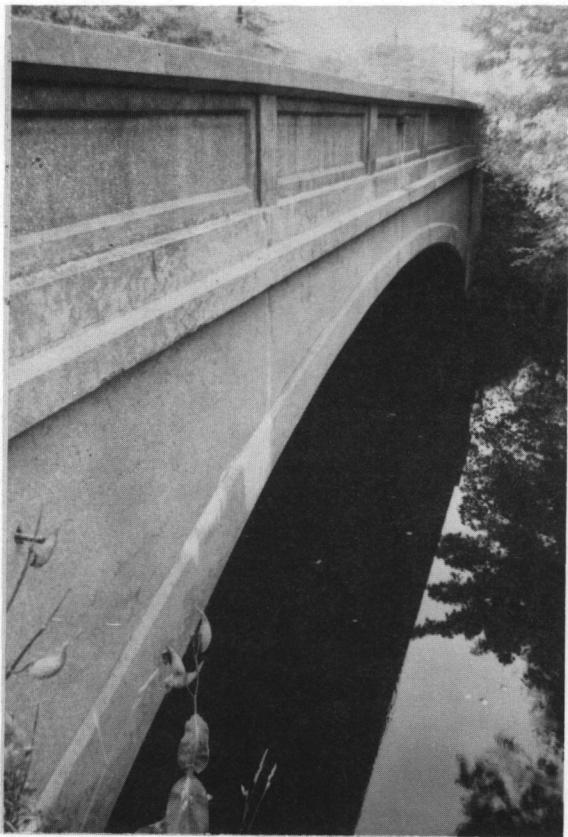
Early Settlements

In addition to linking farms and major cities, the early roads led to water-powered mills which ground farmers' grain and cut wood into planks, posts, beams, and shingles.

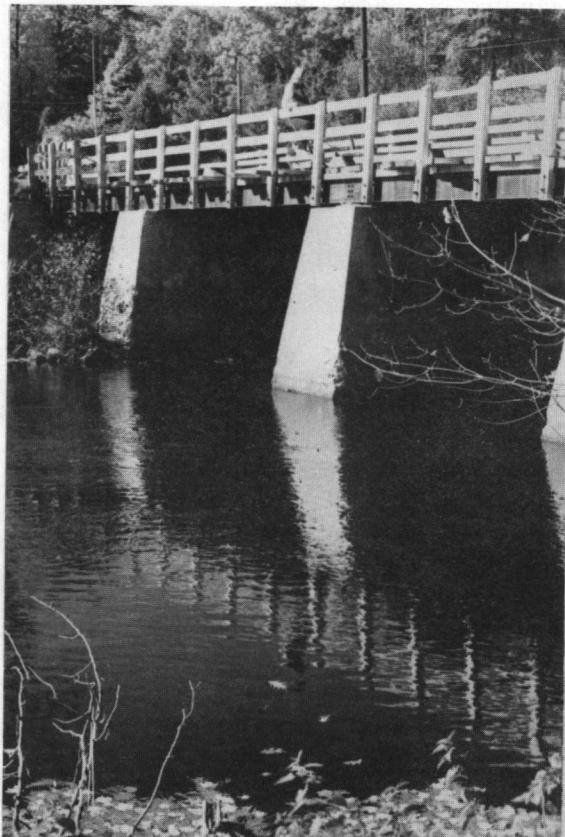
These early mills were scattered about, serving a small neighborhood. Two mills were in existence as early as 1709. One, at the edge of the Indian Cedar Swamp, built by Indians and known as the Indian Sawmill (#10-E), operated as a sawmill and shingle mill into the late nineteenth century. A gristmill (#8-B) was sold to Joseph Cross in 1709 at what later became Cross Mills. This mill, which once produced white corn meal, operated until 1930 when the building was dismantled; the machinery still exists in the basement of the present structure on the site. Later in the eighteenth century, two small mills were established along the Pawcatuck River, both on the Richmond side, and small communities, which eventually embraced both Richmond and Charlestown, evolved. At Shannock (#13) a sawmill and a gristmill were built at the upper falls before 1759. The place was then, and for a century thereafter, known as Clarke's Mill after the mill-owning family. A short distance upstream, at Holburton's Mill (later Kenyon), a sawmill and iron manufactory were operated as early as 1772. In 1802, a gristmill was built on the Pawcatuck at Nichols Bridge, as Carolina (#5) was originally known.

Because of its isolation within the Narragansett reservation, the Indian Sawmill was the only one of these early mills which did not become a village nucleus. Yet, all of the hamlets were quite small, despite a steady influx of settlers in the eighteenth century.

In 1738, Charlestown (then including Richmond) was incorporated and named for Charles II, the English king who had granted Rhode Island its charter in 1663. Richmond was set off as a separate town in 1747; in the following year the first census of Charlestown counted 1,002 inhabitants. In 1790, the population reached 2,022, a number that would not be attained again until after 1960. As it happened, in the nineteenth century, when Carolina and Shannock both became substantial villages, most of their inhabitants resided on the Richmond side of the Pawcatuck.



Wawaloam Bridge (1931) and
Pawcatuck River: South County
Trail. (#77)



Bridge over Pawcatuck River at
Burdickville: Burdickville Road
(#3)



Pawcatuck River at Kenyon's Bridge (1926): Alton-
Carolina Road (#14)

Narragansett Sachems

The influx of newcomers seeking land in Charlestown resulted in a steady erosion of the Narragansett tribal lands. Ninigret, the tribal sachem, succumbed to tempting offers to sell land. Realizing that white expansion could not be stopped and concerned over conflicting claims to the area, in 1705 he asked for help from the Rhode Island colonial government. An assembly-appointed committee convinced Ninigret to transfer 135,000 acres of land to the colony in 1709. He retained an eight-square-mile area of "reserved land" for himself. Thomas Ninigret, born in 1736, became sachem of the Narragansetts in 1746. Educated at Oxford, England, he returned to Charlestown, where he erected a fine house, typical of its time, on what became the King Tom Farm (#52). Beset by debts incurred largely through construction of his house, Ninigret got permission to sell land. He sold more than 3,200 acres between 1759 and 1765 before he was stopped by the legislature. Following King Tom's death in 1769, he was succeeded by his sister, Esther, who was crowned at Coronation Rock (#52), on the King Tom Farm, in 1770. Esther's son, George, who reigned briefly before his accidental death at age 22, was the last of the Narragansett sachems, as accepted by the Whites (the Narragansetts continued the sachem tradition). In 1773, the King Tom Farm was sold to Nathan Kenyon.

Roger Williams and others had begun preaching and teaching the Indians to read and write in the seventeenth century, converting some to Christianity. The Anglican Society for the Propagation of the Gospel erected a schoolhouse (#10-B) on a site near School House Pond in the 1740s. In 1741, a Baptist Church society was formed, and a new church building was erected in 1750. The original building, a wooden structure, was burned and immediately rebuilt in stone by tribal members in 1859. The modest but substantial granite-block structure stands in the midst of the reservation. Long known as the Narragansett Church (#10-A), it was and still is the center of annual tribal activities and is used for weekly church services from April through November.

THE NINETEENTH CENTURY

Two early nineteenth-century accounts of Charlestown cited the town's geographic and economic diversity. Pease and Niles' gazetteer of 1819 mentions the level and fertile land near the sea and the hilly and rocky interior which was "in great measure unfit for cultivation" but which contained valuable forests. Timothy Dwight, in the published account of his travels, in the second decade of the nineteenth century, described the lands on the Sound as beautiful and fertile, with smooth, easy slopes and a handsome plain divided into spacious fields, many of which contained fine herds of cattle. Residents on the Sound appeared prosperous, wrote Dwight, exporting considerable quantities of beef, butter, and cheese, for which the area had been noted since the eighteenth century. There was no manufacturing in town, according to Pease and Niles, but there were six stores, two churches, and ten primary schools. Dwight, unimpressed by Charlestown,

stated that "the entire area seems to have reached the highest point of improvement aimed at by the inhabitants, and was now either stationary or declining." In large measure, Dwight's assessment was accurate. Charlestown's largely agrarian population shrank. Significant industrial development came in the 1840s, but it was confined to the two border villages and had little impact on the rest of the town. Charlestown was a rural backwater while the state became a manufacturing center.

Inns

In the nineteenth century, people passed through Charlestown; it was not a destination. Post Road travelers made use of two local inns, both in eighteenth-century structures. The General Stanton Inn (#45), which was first used as a store and hall, later became an important tavern and meeting place. The Wilcox Tavern (#63) was established in the colonial-era home of Joseph Stanton in 1820 and has been entered on the National Register of Historic Places.

Schools

The ten Charlestown schools noted in the gazetteer of 1819, including the Indian school, were all private. The first public education was provided in response to passage of the state's Free School Law of 1828. Among other things, the law provided for payments to the towns for the appointment of school committees. This act was the foundation for the present school system. Charlestown was divided into school districts, and a schoolhouse was erected near the geographic center of each district. The former District Schoolhouse Number Two (#8-C), erected in 1838 on Post Road near Quonochontaug, is the only well preserved schoolhouse in town. In continuous use until 1918, it was moved to its present site in Cross Mills in 1973 and restored by the Charlestown Historical Society. It is now entered in the National Register. The former District Schoolhouse Number One (#46), erected in 1843, now serves as a community club, and former District Schoolhouse Number Six (#80) is now a private residence.

Mills and Villages

The several small mills that were established in the eighteenth century continued operating, and more mills were erected in Charlestown during the nineteenth century. Two were short lived. At King's Purchase, on King's Factory Road, a short distance west of Cross Mills, a small mill was built in 1831 to manufacture Negro cloth, but it ceased operating before long. Tucker's Shingle Mill (site: #24), started in 1833 along a small brook west of Carolina village, reportedly was the largest shingle mill in Washington County; later, the structure was abandoned and left to deteriorate.

A gristmill and sawmill sites along the Pawcatuck River provided the nucleus for four nineteenth-century industrial villages, each centered on a textile mill, and each attained its major development during the decade

To drive through and beyond the first village, one comes upon a quiet little roadside inn, a two-story building with a long low wing extending across the rear. A tall flag signal is displayed from a pole in front of the inn.



The General Stanton Inn (c. 1775 et. seq.): Post Road. (#45)



Joseph Stanton House, or the Wilcox Tavern (1739): Post Road. (#63)

of the 1840s. An important factor contributing to the growth of these communities was the construction of the New York, Providence and Boston Railroad in 1837.

At Kenyon, a stone mill for cotton and woolen-goods manufacture was built in 1844; a second mill was built in 1866. Although the Kenyon Mills, and most of the village, were on the Richmond side of the Pawcatuck, before century's end a group of about seven mill houses (#78) was erected on the Charlestown side just south of the village.

At Shannock (#13), mill sites developed independently of each other at the upper and lower falls (#13-A). The first factory was a cotton and woolen-goods mill established on the Richmond side at the lower falls in 1834. Later, that factory burned and was replaced by a frame mill built on the same site in 1885 by the Carmichael brothers. In 1882, George Carmichael built an estate known as River View (#13-F) on a hilltop in Charlestown overlooking the mill. Shannock's major manufacturing site was at the upper falls, then known as Clarke's Falls. A linsey-goods factory was built here on the Charlestown side in 1845. Purchased by Samuel A. Hoxie in 1848 and converted to a cotton mill, it burned eight years later. In about 1849, a stone factory was built near the falls on the Richmond side; it formed the nucleus for a large complex of mills which eventually developed here. Most of the Shannock village was in Richmond, but a number of buildings were erected in Charlestown's Shannock by the locally important Hoxie family, who built and ran a store (#13-E), donated land for the Shannock Baptist Church (#13-B), and built several residences in the village, including Hillcrest (#13-C), a large, Queen Anne-Colonial Revival dwelling constructed in 1902.

Carolina (#5) received its greatest impetus to growth when Rowland G. Hazard, the noted South County woolen-goods manufacturer, purchased the place in 1841, naming it for his wife, Caroline. The mills, a school serving both towns, and residences were in Richmond and about a dozen structures were built in Charlestown. Reflecting the popular architectural styles of the day, several dwellings (#5-A, B, C, F), and the Carolina Free Will Baptist Church (#5-D), built in 1845 (and moved to its present site in 1865), manifest Greek Revival details; several later houses show Victorian characteristics.

Charlestown's fourth mill community, Burdickville (#3), a few miles downstream from Carolina, never contained more than a few houses, two small mills, and a church, most on the Hopkinton side of the Pawcatuck. Originally known as Brown's Bridge, Burdickville initially had a gristmill. About 1848, a cotton mill was built on the Hopkinton side. Later in the century, a shoddy mill and a Baptist Church were constructed on the Charlestown side. The mills and church are now gone, but the breached dam, power trench, and stonework remnants of the mill are still visible.



**Shannock Baptist Church (1901-1902):
Shannock Village Historic District.
(#13-B)**



**George W. Hoxie Store (c. 1880): Shannock Village
Historic District. (#13-E)**

While these northern border communities capitalized on their fine water-power sites and railroad access, Cross Mills, surrounded by a prosperous farming area in the southern part of town, benefited from its location along busy Post Road. The gristmill here continued to operate throughout the nineteenth century. In 1855, a commercial block (#8-A) housing a store, a hall, and a post office was erected. A church (#8-D) was constructed, and a library, several residences (mostly along Post Road), and the Ocean House (#8-G) went up. The latter, on the shore of Ninigret Pond, housed summer visitors and contained a hall used for public meetings and trials. Although Cross Mills never developed into a compact village, it was an important focus of town activities for the coastal area during the nineteenth century.

Churches and Public Buildings

During the nineteenth century, at least five church buildings were constructed in Charlestown. Four rose in Burdickville, Carolina, Shannock, and Cross Mills. The only one outside a village was the First Baptist Church of Charlestown (#60), a Greek Revival meetinghouse erected in 1840 along Post Road in the Quonochontaug area.

In addition to the two public halls in Cross Mills, similar facilities existed in the other villages. It was only in the late nineteenth century that the town felt it necessary to erect its own meeting place and record repository. The Town House (#79) was constructed in 1893 on what is now known as South County Trail at a site about equidistance from Cross Mills and the industrial villages to the north.

The Narragansetts During the Nineteenth Century

As the nineteenth century began, the economic condition of the Native American population continued to deteriorate. Land sales, approved by the General Assembly, provided the only means of a quick and steady income, and gradually reduced the size of the Narragansett landholdings. Pease and Niles account of Charlestown in 1819 stated that only about 100 Narragansetts remained in town, nearly all intermixed with whites and Negroes. The 3,000 or so acres that they owned through the center of town were described as "greatly impoverished through bad husbandry." In the 1820s and the 1830s, many Narragansetts resettled at a reservation in Wisconsin. Others found homes and employment elsewhere in New England. Later in the century, life improved for some; but with comfortable houses and other amenities the Narragansetts were becoming assimilated by the surrounding white population and became less and less distinguishable as a separate community. Following the Civil War, there was a move for detribalization, and, after a series of public hearings, the Indian council in 1879 sold the remaining 922 acres of tribal land to the state. In 1880, the council signed the quitclaim deed to their communally held lands to the State of Rhode Island for \$5000, which was eventually distributed among the members, and the Narragansetts were detribalized. The Narragansett Church (#10-A) continued in use thereafter, but the Indian Schoolhouse (#10-B) was sold in 1880.



H. Champlin House (c. 1850): Carolina Village
Historic District. (#5-B)



B. C. Kenyon House (c. 1840): Carolina Village
Historic District. (#5-C)



The Cole House (c. 1880): Carolina Village Historic
District. (#5-F)

Beginnings of Resort Development

In the last decades of the nineteenth century, Charlestown's shore came to be appreciated and frequented by outsiders. The Ocean House was the first summer hotel in town; regattas were held on Ninigret Pond beginning in 1876. Quonochontaug Beach (#11) was the first of the beach areas to have a summer settlement. A cluster of fourteen cottages was built about 1880. Several more were added by 1893, and a shore-dinner hall was added which also offered overnight accommodations. Although large parties of day trippers from Westerly, Ashaway, and other surrounding areas began to visit Quonochontaug, sale of house lots was slow because there was not public transportation serving the beach area.

Charlestown Beach (#6) also began to be developed in the 1890s when several homes and two hotels were erected, but Charlestown Beach's development was slow due to difficulty of access.

Although Charlestown's interior agricultural sections were in decline and the mill villages essentially static as the nineteenth century ended, the coastal areas, with new summer colonies at Charlestown Beach and Quonochontaug, gave material form to the awakening perception of this part of town as a summer resort and recreational area. The summer beach communities were the first signs of a new way of life that would radically transform Charlestown in the twentieth century.

Nineteenth-Century Architecture

As in the eighteenth century, Charlestown buildings of the nineteenth century are modest expressions of vernacular-architecture trends. The most interesting buildings are concentrated in Carolina and Shannock. Other structures worth noting include Stonecrest (#32) on King's Factory Road and the Peleg Tucker House (#38) on Old Mill Road, both typical Greek Revival cottages; the Greek Revival, two-and-a-half-story Ocean House (#8-G) on Ninigret Pond; the A. P. Greene House (#37) on Old Coach Road and the handsome S. B. Hoxie House (#58), both also Greek Revival; the George Ward House (#8-E) in Cross Mills; the Bracketed S. Kenyon House (#26) on the Carolina-Shannock Road; a mansard roofed dwelling (#25) on the Carolina Back Road; and the Albert Sisson House (#42), on the Post Road, a fine Shingle Style house boasting patterned shingling.

THE TWENTIETH CENTURY

Although declining between 1910 and 1920, Charlestown's population grew thereafter. In the twenties, population jumped 47 percent. Then, growth moderated substantially until the 1960s, when there was a 42 percent increase. During the 1970s, population grew by about 2,000 people, to a total of some 4,790 residents, an increase of 67 percent. Only the Town of Narragansett



Cross's Hall and Store (1855): Post Road. Cross Mills Historic District. (#8-A)



First Baptist Church of Cross Mills (1873): Post Road, Cross Mills Historic District. (#8-D)



The Ocean House (1848) and Ninigret Pond: Cross Mills Historic District. (#8-G)

experienced a more extreme rate of growth, and both Charlestown and Narragansett are now booming because of the appeal of their beautiful shores and beaches to a new generation of affluent suburbanites.

In the early twentieth century, the automobile made Charlestown more accessible, and recreational development was spurred as a result. Forest camps and shore communities sprang up in long-neglected areas, and new businesses along Route 1 catered to tourists. But this growth was largely seasonal. It wasn't until the 1960s that year-round residential development came to Charlestown on a large scale as retired, urban, business couples and people willing to commute long distances by car began to move here. Many of the retired peoples' homes are not large and expensive "estates", but are comfortable and modernized, modest-sized houses and grounds.

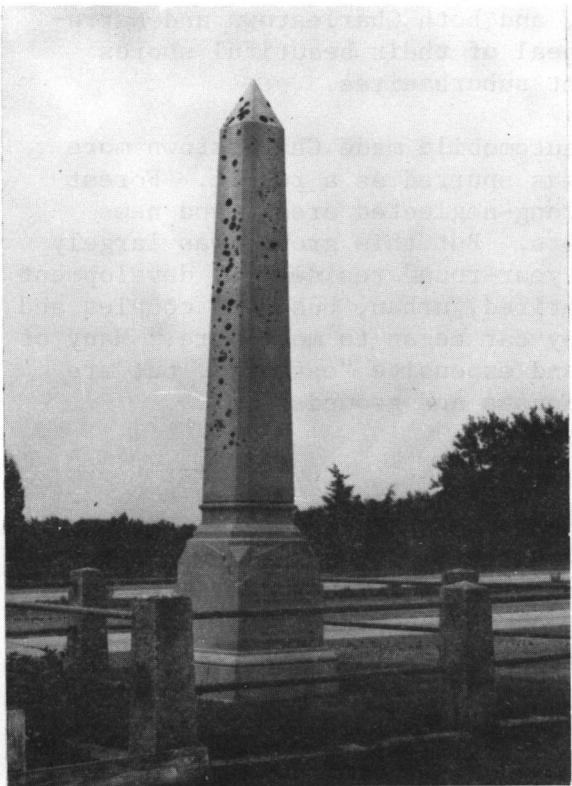
Highways and Roadside Development

Post Road was reportedly the first road in Charlestown to be covered (about 1910) with a hard surface. In mid-century, Post Road west of the Naval Air Station was upgraded to a two-lane macadam highway. In the 1960s, the final phase of the reconstruction project in South County resulted in a new highway from Matunuck Road in South Kingstown to the Naval Air Station in Charlestown, running across open land. The Alton-Carolina Road was reconstructed in 1926. A few years later, the South County Trail was reconstructed in Charlestown, tying-in to reconstruction and new segments of the highway to the north. A necessary accompaniment of the road work was the construction of several, single-arch-span, concrete bridges over the Pawcatuck-Kenyon Bridge (#14), Mallard's Bridge (#30) at Kenyon, and Wawaloam Bridge (#77). Built between 1926 and 1931, they survive as a legacy of the early highway era.

With improved highways a number of services--motels, shops, and restaurants--gradually became commonplace, mostly along Post Road. The former John Paull Cabins (#41) and the Sea View Motor Court (#40), with their small, individual units grouped around a grassy court, typify pre-World-War-II highway accommodations. The Willows Motel (#56), a relatively large building sheltering all its units under one roof and offering swimming, tennis, golf, and boating facilities, as well as a private landing field, is the largest and most elaborate of the postwar motels. The newest commercial development in Charlestown is the establishment of small shopping centers. "Charlestown Village," at the intersection of U.S. 1 and Route 2, is the largest; Windswept Farm (#54) on U.S. 1 and the Fantastic Umbrella Factory (#52) on the old Post Road also incorporate shopping and eating establishments in a single facility. A small group of stores, and a new post office, which opened in December, 1980, are located along Post Road just east of Narrow Lane.

Summer Places

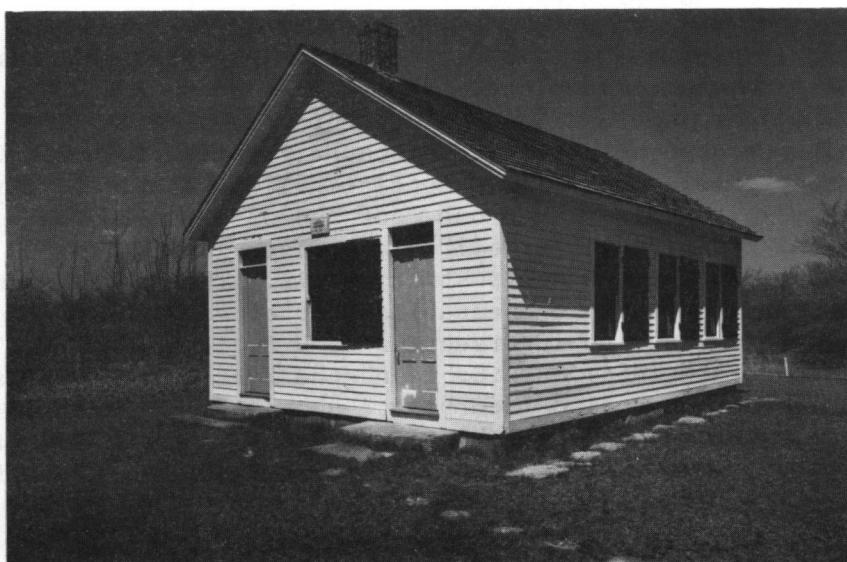
While short-stay tourists were discovering Charlestown's seaside charms, other people came to stay for longer periods of time; some converted old



The General Stanton Monument: Post Road. (#63)



First Baptist Church of Charlestown (1840): Post Road. (#60)



District Two Schoolhouse (1838): Post Road, Cross Mills Historic District. (#8-C) (Photo by Warren Jagger)



"Stonehenge" (c. 1920): Post Road. (#59)



Isabella Dauchy House (1912): Arnolda. (#1)



John Paull Cabins (1930): Post Road. (#41)

family farms into estates and others built anew and more modestly. James S. Kenyon of Providence, the fourth of the Kenyon family to own King Tom Farm (#49), remodeled the place into a "great estate." The grounds were landscaped and a gristmill erected along a newly created pond. When the house burned in 1922, it was immediately replaced by the present fine residence. In 1961, the property was divided, but much of the place retains a varied collection of buildings. The large Schlesinger Estate (#48) at Cross Mills has an impressive residence fronting on Ninigret Pond; its landscaped grounds contained a garage and caretaker's cottage. Stonehenge (#59), on Post Road near Quonochontaug, is yet another example of the larger twentieth-century estates.

Shortly after the turn of the century, Arnolda (#1) was created along Ninigret Pond by Thomas Arnold, who came from Brooklyn, New York, and built a summer house. Soon, Arnold's Brooklyn friends also built summer houses here on ample lots, many with views of the pond. A charming and unusual development in Charlestown, Arnolda is recommended for the National Register. In the 1970s, several houses were erected in a tract along the east shore of the pond on land originally acquired by Thomas Arnold's brother, Frank. This smaller, more recent community is today's Arnolda East (#2).

The barrier beaches and the area just behind them, notably Charlestown Beach (#6) and Quonochontaug (#11), became heavily developed during the twentieth century, and other, smaller, shore and saltwater-pond communities, such as Shady Harbor (#12), were also established. The houses along the water were, and are today, essentially summer residences. Most were ripped from their foundations, damaged, or destroyed during the 1938 hurricane, which claimed thirty-nine lives in Charlestown. Hurricane Carol also did extensive damage to the oceanfront in 1954, but most of the houses damaged then were rebuilt. Following World War II, many summer houses were winterized and a large number of former summer residents, most retired, became permanent inhabitants of Charlestown.

Charlestown's inland hills and freshwater ponds became the haunt of other residents. Walter Kimball, a bird lover, purchased a tract on Watchaug Pond, where he built a bungalow soon after 1915. In 1924, after his death, the property went to the Rhode Island Audubon Society and eventually became the Kimball Wildlife Refuge (#72), the house serving as the Society's first headquarters. Along Sanctuary Road, a number of cottages were erected to form one of the interior's several summer colonies. At Maple Lake Farm (#28), a Finnish immigrant moved here from New York City and built some cabins which were rented by his city friends. A log cabin (#33) for summer use was built on Deep Pond in the 1930s, while along adjacent School House Pond, several rustic lodges were constructed by Providence business and professional men. The first of these, Ninigret Lodge (#10-B), or the Ninigret Country Club (incorporated in 1896), was originally the Indian Schoolhouse; it was refitted and enlarged to serve as a weekend lodge. Soon after, several other lodges were built on School House Pond, each adopting an Indian name--Quacompaug, for the original name of the pond, and Lewis Lodge, or Wunnegis (#34). Both Quacompaug and



Walter Kimball Cottage (c. 1915): Kimball Wildlife Refuge. (#72)



Columbia Heights. (#7)



Contemporary House: Quonchontaug.
(#11)

Lewis Lodge survive--the latter at Camp David on the Providence Boys Clubs property--but Ninigret Lodge was demolished in 1968.

During the Depression years, the Civilian Conservation Corps (C.C.C.) was initiated to provide employment and a healthful outdoor experience for young men. Soon after the C.C.C. was authorized by Congress in 1933, a camp, one of three in Rhode Island, was set up in Charlestown, at what became Burlingame State Park. Until 1942, when the C.C.C. was disbanded, the corps crews cut forest fire trails, improved forest land by clearing and thinning, and built many waterholes, including those along Burdickville Road (#21) and King's Factory Road (#31). The local C.C.C. unit was also probably responsible for the layout of camping facilities at Burlingame State Park as we know it today, and for log-constructed buildings at several places, including the shelters and recreation buildings along the southeast shore of Watchaug Pond. During World War II, several units of the Army's Yankee Division stationed at Burlingame patrolled the local beaches. The Depression-era facilities were made available to campers, who came to Burlingame by car.

Charlestown Naval Air Station

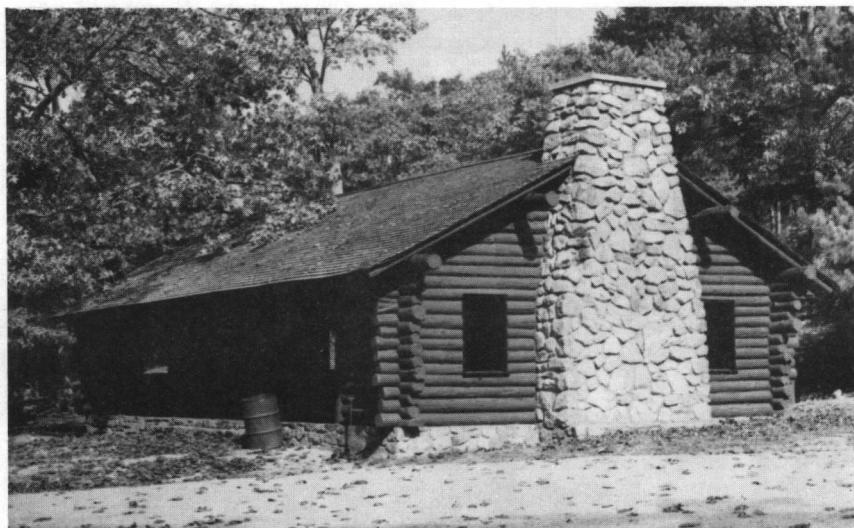
At the time that the C.C.C. was deactivated, the U.S. government was purchasing about 600 acres of land, much of it once the Champlin Farm, and constructed the Charlestown Naval Auxiliary Landing Field (#53) as an adjunct to the Quonset Point Naval Air Station. Navy pilots were trained for night fighting here during World War II and during the Korean War. The field was used for training purposes into the 1970s as a back-up landing site and training area for Quonset Point. The Charlestown field was closed and declared excess property by the government in 1974, when Quonset was shut down. Subsequently, the New England Power Company pursued acquisition of the former base as the site for a nuclear power plant. After lengthy studies, long debate, and litigation, the power plant proposal was dropped. The former naval air facility is now partially a Federal fish and wildlife refuge, and part has been turned over to the town of Charlestown which will use it for recreation.

Charlestown's Villages in the Twentieth Century

As with so many small New England rural textile villages, those in Charlestown declined in the twentieth century. In the first decades of the new century, village growth continued on a modest scale. A new consolidated school (#23) was built near Carolina in 1918, and a new Roman Catholic Church, St. Mary's (#22), was erected south of the village in 1933. A mill erected on the Richmond side of the Pawcatuck at Shannock in 1902 by the Columbia Narrow Fabric Company prompted that firm to build a model residential community for its workers, Columbia Heights (#7) in Charlestown. But the Carolina mills closed in the 1930s and the village has been a residential area rather than a factory town ever since. Shannock mills operated



Horseshoe, or Upper Falls: Shannock Village Historic District. (#13-A)



Log shelter (1930s): Watchaug Pond, Burlingame Reservation. (#4)



Waterhole (1930s): Kings Factory Road. (#31)

into the late 1960s but have been idle since, and, like Carolina, Shannock is now a residential community. Only Kenyon Mills remains a functioning industrial village.

Cross Mills, with its gristmill, post office, store, church, and library, maintained its vitality as a local center during the early years of the century, but today carries on only a small number of business and public functions. Places such as "Charlestown Village," Windswept Farm, and the Fantastic Umbrella Factory do most of the area's tourist business, while a new commercial area, including a new post office, has developed along Post Road east of Cross Mills to serve both permanent and seasonal customers.

Charlestown As A Suburb

The burst of development Charlestown has experienced in the past twenty years has not been seasonal, and it has not been in the villages. It is new, year-round housing being built in the Charlestown woods, along its coast, and beside its ponds. Development has been widely scattered along old roads like Biscuit City Road, Old Coach Road, Ross Hill Road, and Cookestown Road. It has also come in new subdivisions such as Watchaug Heights, off Prosser Trail, opened in the 1970s. This expansion, accommodated in single-family houses, transformed once agricultural and forested areas into low-density residential districts.

Native Americans

Aside from an unsuccessful attempt by the Narragansetts in 1892 to regain their tribal lands, there was little noteworthy Indian activity in Charlestown between 1880 and about 1930. During the 1930s, a movement for reorganization by the Rhode Island Indians, part of a larger, nationwide movement, was more successful. The Rhode Island Indians were incorporated, but recognition of the Indian Corporation under the 1934 Indian Reorganization Act was only at a local level. Another Narragansett attempt to regain the lost tribal lands in Rhode Island was undertaken in the 1970s, at a time when a number of reform movements had swept across America, many focused on minority rights and a rekindled sense of ethnic pride. Following years of litigation, Congressional action, and approval by the General Assembly, the state created a Corporation consisting of a nine-person board of directors, five chosen by the Narragansetts and four by the state and town. The Tribal Land Management Corporation was given control of about 1900 acres of land around School House Pond to be administered on behalf of the tribe. A plan for use of this land, subject to certain restrictions, is now being prepared. The Narragansett Indian Church (#10-B) still stands near the center of these Indian lands, an important symbol of the Rhode Island native population. It remains the focal point of Narragansett gatherings at the annual August meeting, attended both by local Indians and by other Indian nations or tribes, and is popular and well known among many non-Indians. The Narragansett Indian Longhouse on South County Trail is used for meetings and for church services during the winter months.

The richness and continuity of Charlestown's Native heritage is unique in Rhode Island. The presence of the tribe and tribal lands and many Indian sites gives Charlestown a special and important place in the history and culture of the state.

SUMMARY

Charlestown today can be divided into several separate sections, each with its own identity and particular cultural resources. Along the Pawcatuck River are the former mill villages of Carolina and Shannock. Developed in the mid-nineteenth century and largely unchanged since the end of that century, the houses, churches, and stores in these sleepy, by-passed communities constitute relatively well preserved and integral villages of the type that evolved throughout Rhode Island during the state's industrial heyday.

The area north of Route 1, a hilly, wooded landscape punctuated by ponds and many swamp areas, was farmed in past centuries. Surviving farms and farmhouses are reminders of the town's once important agricultural economy and way of life. Other cultural resources dispersed throughout the interior include mill sites, old roadways, a former granite quarry, several small summer colonies, a wildlife refuge, and a state park developed by the C.C.C. in the 1930s.

The coastal area south of Route 1, the earliest area settled and always the most prosperous part of Charlestown, contains the largest number of cultural resources, most located along the Old Post Road. In this region are found old houses, former stagecoach taverns, churches, schoolhouses, an Indian fort, summer cabins, motels, a former Naval Air Station, several large estates, and a variety of recent summer colonies and communities. The coastal area, developing at a rapid rate, is the most vulnerable part of the town, its ambience, its natural areas and historic places already largely overwhelmed by the great numbers of twentieth-century buildings.

Charlestown's most important group of historic properties are its Native American sites, found both along the coast and inland. Here are Fort Ninigret, King Tom Farm, Joseph Jeffreys House and sawmill site, the Royal Burial Ground, and the Narragansett Church, as well as many other properties associated with the Niantic and Narragansett tribes. Together, they are paramount in the town's cultural legacy.

II. THE NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places is a record maintained by the United States Department of the Interior. It includes structures, sites, areas, and objects significant in American history, architecture, archeology, and culture. It is the official inventory of the nation's cultural and historical resources which are worthy of preservation. Most properties entered are nominated for inclusion by state historical agencies like Rhode Island's Historical Preservation Commission. All properties must be reviewed and approved by the Department of the Interior prior to their entry on the Register.

Placement in the Register affords a limited form of protection from potentially damaging federal programs through a review process and establishes eligibility for certain tax benefits and for federally funded matching grants-in-aid for restoration. As a result of this survey, a number of structures, sites, and districts have been recommended for nomination to the National Register of Historic Places. Descriptions of these properties can be found in the Inventory.

The following is a list of districts, structures, and sites already entered in or approved for the National Register in the Town of Charlestown (a description of each property appears in the Inventory which follows):

Carolina Village Historic District (#5)
District Schoolhouse Number 2, Post Road, Cross Mills (#8-C)
Historic Village of the Narragansetts (#10)
Joseph Jeffrey House, Old Mill Road (#10-E)
Shannock Village Historic District (#13)
Royal Indian Burial Ground, Narrow Lane (#35)
Fort Ninigret, Ninigret Road (#36)
Coronation Rock, Post Road (#49)
Joseph Stanton House/Wilcox Tavern, and General Stanton
Monument, Post Road (#63)
Sheffield House, Quonochontaug (#69)
Babcock House, Quonochontaug (#70)
Foster Cove Archeological Site, Foster Cove

The following is a list of districts, structures, and sites in the Town of Charlestown which deserve consideration for entry in the National Register:**

Arnolda (#1)
First Baptist Church of Cross Mills, Post Road (#8-D)
S. B. Hoxie House, Post Road (#58)
First Baptist Church of Charlestown, Post Road (#60)

*This list of possible National Register properties in Charlestown should not be considered final and absolute. As new research is conducted, as the town changes physically, and as perceptions of the community's history and what cultural properties are worth saving evolve, other potential candidates for the Register may be identified.

III. PRELIMINARY INVENTORY OF CULTURAL RESOURCES

This inventory is an annotated key to the preliminary survey map of Charlestown. The numbers refer to the map at the back of the report (for example: 1--Arnolda).

A more detailed map at a scale of one inch to 1000 feet, which locates properties more fully and precisely is on file at the Rhode Island Historical Preservation Commission and in the Charlestown Town Hall; copies have also gone to the State Department of Transportation, the Division of Statewide Planning, and the Department of Community Affairs. The large-scale map uses the same property-identification numbering system which appears here.

Material in this inventory is presented alphabetically, first by districts and then by roads. Dates and names which appear in parenthesis at the end of notations refer to their identification on nineteenth-century maps. In each case, the earliest map on which the structure or site appears has been used. Dating of structures, or their historical-architectural period, is occasionally determined on the basis of plaques, written material, maps, and knowledgeable residents, but more often is based on style and construction. Unless otherwise noted, all structures are of wood-frame construction.

Following is a list of the architectural-period designations used in this report.

Colonial: From the time of settlement to 1775

Federal: 1775-1830

Greek Revival: 1825-1860

Early Victorian: 1840-1870

Late Victorian: 1865-1900

Early 20th century: 1900-1945

Mid-20th century: 1945-1975

Late 20th century: 1975 to the present.

Key: *Recommended for the National Register of Historic Places.

**Approved for or listed in the National Register of Historic Places.

HISTORIC DISTRICTS AND AREAS

- *1. Arnolda (1905 et seq): Arnolda is a summer cottage colony containing about thirty houses with some outbuildings; it is located between Ninigret Pond on the east, Post Road on the northwest, and the former Charlestown Naval Air Station on the southwest.

In the late nineteenth century, Thomas L. and Frank W. Arnold, brothers who lived in Brooklyn, N.Y., came to Rhode Island in the summers and stayed with the James Kenyons. Mrs. Kenyon, whose husband owned nearby King Tom Farm (#49), was their sister. About 1905, Thomas and Frank purchased tracts around the north shore of Ninigret Pond which included the Champlin, Foster, and Greene farms. Thomas owned the land along the west side of the pond, which eventually became Arnolda; Frank owned the land on the eastern shore, which later became Arnolda East (#2). Initially, an old farmhouse served them as their summer residence, and, gradually, Thomas Arnold's Brooklyn neighbors came and built summer homes nearby. One of the earliest cottages is the Isabella Dauchy House, a large late Shingle Style dwelling built in 1912. Other substantial summer homes were erected, taking advantage of the hilly topography around the pond. Eventually, many of the summer residences became permanent homes. The pace of building has always been slow, and most of the settlement is still wooded, providing a quiet, secluded environment. Overall, Arnolda is a rare community in Charlestown, a fine 20th-century, residential enclave containing architecturally significant houses and with an interesting social history. Although the Arnold brothers lived in Brooklyn, their roots lay in Rhode Island; their ancestors were Rhode Island Arnolds, and their grandfather was governor of the state in 1832.

2. Arnolda East: Arnolda East is a small shore development of about ten houses, extending south from Post Road to Ninigret Pond. The area was acquired by Frank W. Arnold about 1905. He remodeled a Greek Revival farmhouse as his summer residence (which is still extant, but altered). For many years there were only about four houses in this tract, but in the 1970s, new houses, a mixture of neo-Colonial and modern-style dwellings, were added. (See entry #1, Arnolda, for particulars on the origin of Arnolda East.)
3. Site of Burdickville: Along the Pawcatuck River, mostly in Hopkinton and partly in Charlestown, is the site of the former hamlet of Burdickville. It now contains a bridge, several houses, and the foundations of a former dam and mill. The bridge is a wooden span supported by steel girders resting on several concrete piers. Upstream several hundred feet are the stonework remains of a dam; on the riverbank west of the dam (in Hopkinton) are extensive stone foundations and remnants of stone-lined

raceways and wheel pits; on the Charlestown side a vertical-shaft turbine protrudes from the ground just below the dam.

The first mill, a gristmill, was established here at what was originally known as Brown's Bridge in the late 18th century. About 1848, a cotton mill was built on the west side of the river by Stephen and William Burdick, and soon after, the area took their name. The mill property here included a 1/8-acre lot on the Charlestown side, which later contained a shoddy mill. For nearly a century, Burdickville was a small but busy community, consisting of the mills, a blacksmith shop, and about a half dozen houses. A Baptist church was built in Charlestown a short distance from the bridge in 1871. Eventually, the mills became idle and deteriorated. Today, mills and church are gone, but the breached dam, mill foundations and trench, and the bridge are reminders of this community. (1831- Brown's Bridge.)

4. Burlingame Reservation (1927 et seq.): A 2,100-acre tract in the western part of town, most of it forested, hilly terrain, including 500-acre Watchaug Pond. There are 755 tent and trailer sites in a wooded area bordering the shore of the pond. Burlingame was acquired as a state park and land-management area in 1927. During the Depression, the reservation was the headquarters of Burlingame Camp, 141st Company, Civilian Conservation Corps (C.C.C.). C.C.C. development began in 1933, and, until the corps was disbanded in 1942, it laid out miles of trails and roads and probably built the stone-lined water holes* in the area. Several C.C.C. buildings are extant and used by campers and day visitors. During World War II, several units of the Yankee Division, which did beach patrol, were stationed here. Today, Burlingame is the most heavily used state park in Rhode Island. New England's largest state-owned family campground, Burlingame adds 3,000 persons to the daily summer population.

- **5. Carolina Village Historic District: The Carolina Village Historic District, entered in the National Register of Historic Places, is a linear settlement, approximately a mile long, along Route 112 in Charlestown and Richmond. The Pawcatuck River, which forms the town boundary, bisects the village. In Charlestown, the southern boundary of the district is the intersection with Route 91, the Alton-Carolina Road. The derelict Carolina Mills, a schoolhouse which served both towns, and about two dozen residences lie in Richmond. The Charlestown side includes more than forty structures--a church, a former I.O.O.F. hall, a garage, a gasoline station, a former store, several mill houses, and many private homes. The majority of the houses are 1½-story buildings dating between 1840 and 1870. Architecturally, most are Greek Revival or Italianate, differing only in their details. White, clapboard-sided buildings, the residences occupy ample, tree-shaded lots in a quiet, compact, well defined settlement.

*See Numbers 21 and 31.

The village, founded in 1802, was known as Nichol's Bridge after Joseph Nichols, who built a gristmill here on the Pawcatuck River. In the mid 1830s, the gristmill was replaced by a textile mill, but that enterprise was unsuccessful. In 1841, the village began its greatest growth when Rowland G. Hazard, an important woolen goods manufacturer in South County, purchased the place and developed the village, naming it for his wife Caroline. Hazard built a school in Richmond, which served all Carolina's students, and during Hazard's tenure, most of the Greek Revival buildings were constructed. Carolina was the center for the surrounding area, with a school, a church, a post office, a bank, several stores, a blacksmith shop, and halls for meetings, lectures, and "entertainments."

The community flourished until the mills became idle about 1935. Since then, the mills (in Richmond) have deteriorated. Carolina today, on a little-traveled highway, with its many fine and well preserved buildings, provides a streetscape of uniform rhythm. With few modern intrusions it evokes a strong sense of its 19th-century origin. Handsome as well as historical, the village bespeaks a specific sense of time, place, and purpose. (1831- Nichols Bridge.)

- 5-A. J. W. Money House (c. 1850): A 2½-story Italianate house with a low hip roof and a wide bracketed cornice; a central entrance in a 3-bay facade with a porch across the front; and a large rear ell. The house is set back from the road on a simply landscaped lot. (1870- J. W. Money.)
- 5-B. H. Champlain House (c. 1850): A fine, 2-story Greek Revival residence with cruciform plan; a low hip roof; a 1-story Doric porch across the front and continued down both sides; and a 3-bay facade with a left side-hall entrance. The house is set on a slight rise back from the road. At the rear are carriage sheds, a privy, and a wellhead. (1870- H. Champlain.)
- 5-C. B. C. Kenyon House (c. 1840): A 1½-story Greek Revival house, with additions, set gable end to the road. The house is noteworthy for its good intact, Greek Revival trim. Behind the house is a fine, late 19th-century barn. In 1895, the place was owned by Edward C. Brown, who ran a well known and much patronized general store (now gone) under the name "Edward C. Brown & Sons," beside his house. (1870- B. C. Kenyon.)
- 5-D. Carolina Free Will Baptist Church (1845): A fine Greek Revival church, set on a high granite-block basement with a small, square, 1-stage belfry near the front. Rowland Hazard, the mill owner, gave land on which to build the church south of the village. In 1865, Hazard Kenyon, William C. Tucker, and their wives gave the

lot on which the church now stands and the church was moved into the village. The interior was thoroughly renovated in 1865 and again in the mid-1880s. (1855- Bap. Ch. at its original location .)

- 5-E. The Cole House (c. 1880): A 1½-story, Late Victorian, L-plan cottage, with excellent, well preserved, Late Victorian details, its end gable featuring a bracketed entrance hood and a bay window. There is a wood-shingle barn behind the house.
- 5-F. Dr. A. A. Saunders House (c. 1865): A fine, well preserved, Greek Revival cottage, set end to road, with "eyebrow" windows along the flank side and a side entry in a highly decorated mid-Victorian porch. (1870- Dr. A. A. Saunders.)
6. The Charlestown Beach and Sea Lea Summer Colonies: Charlestown Beach is a part of the long, barrier-beach system which extends along Rhode Island Sound from Narragansett Bay to Westerly. The beach west of the Charlestown Breachway (or Inlet), is mostly the state-owned Ninigret Conservation Area; the section east of the breachway is a heavily used recreation and residential area. In South Kingstown the contiguous stretch of beach is known as Green Hill Beach. The houses along Charlestown Beach are spread out along the oceanfront; most are raised on posts. North of the inlet is an area known as Sea Lea. Extending to Matunuck School-house Road, this densely settled summer colony contains modest cottages on small lots.

Charlestown Beach is one of several communities along the barrier beach, most of which date from the late 19th century. A few houses and two hotels were here in the 1890s; in the following decade a few more beach cottages were built here by local residents. But, the major development came in the 20th century, with the widespread use of the automobile and improved highways. In 1937, the beach, with three seasonal hotels, offered surf fishing, bathing, and camping. The 1938 hurricane destroyed or damaged 185 cottages at Charlestown Beach and took several lives. New buildings, including a pavilion built in 1948, were demolished by Hurricane Carol in 1954. Most of the ocean cottages are seasonal, raised on pilings above the sand, while some of the Sea Lea cottages, back from the ocean, are used as year-round dwellings. At the west end of the beach is the Charlestown Breachway. Originally only a temporary channel opened and closed at nature's whim, hand digging was required by fisherman who needed a channel for access to and from the pond and to allow entry of seawater to promote the growth of fish and shellfish. In 1904, the channel was lined with stone blocks, but was closed periodically by storms. The present breachway, of large "grout" stones--waste

stones obtained in quarrying for granite--was permanently opened in the 1950s. Today, there is a public parking and camping area at the breachway, a popular haunt of fishermen. (1895- 18 houses shown along beach.)

7. Columbia Heights: Columbia Heights is a community of several dozen early 20th-century mill houses off Shannock Road, just south of Shannock Village. This housing was built by the Columbia Narrow Fabric Company, owners of the mills and village in nearby Shannock. According to a 1918 newspaper account, Columbia Heights began with the construction of nine, "thoroughly up-to-date-houses" (most double houses) and a bungalow. In 1917, a large addition to the development nearly doubled the size of the community. Columbia Heights, on a 50-acre tract on Card's Hill, was intended to avoid "tiresome duplication of crowded, unattractive houses" which characterized company-built mill houses elsewhere. Houses here were well spaced and varied architecturally. Trees on the site were retained. The "cheerful double houses and dainty bungalows," with "appropriate settings" and room for gardens, had hardwood floors, electric lights, steam heat, hot and cold water, and full bathrooms. Built as a model village, Columbia Heights included a 10-acre plot set aside for residents to raise their own poultry and vegetables. Land was plowed and harrowed and seed provided at cost so that residents could have their own garden plots. In mid-century, the mill ceased operating and Columbia Heights suffered a slight deterioration. In 1959, the community consisting of thirty-two houses, a few garages, and a baseball field, was sold by the fabric company to a realty corporation.
8. Cross Mills, or Charlestown Village Historic District: A small and loosely constituted village in the southeastern part of town, Cross Mills, or Charlestown Village, consists of a church, a relocated schoolhouse, a library, a store, and about a dozen houses spread out along Post Road and Town Dock Road, which extends to nearby Ninigret Pond.

The history of the district is associated with early transportation and industry. The first highway in Charlestown, today's Post Road, was laid out through this area about 1703. Probably at that time, a gristmill for grinding Indian corn was established by Joseph Davill along the small brook here. In 1709, Joseph Cross bought Davill's mill, and for the next century and half, the Cross family, for whom the village is named, played a major role in village life. A blacksmith shop was established by the Cross family in the late 18th century. The village prospered during the 19th and early part of the 20th centuries. George W. and Joseph H. Cross built a stone building at the village center in 1855; it was used as a store, post office, and for town meetings between 1855 and 1876. Though much altered, Cross's Hall survives. After the death of George and Joseph Cross, the gristmill

was owned and operated by Alfred Collins and Benjamin B. Greene, who also ran the main village store. For many years, Cross Mills was the only village in this part of Rhode Island. In addition to the cluster of buildings near the crossroads, the Ocean House, built in 1848 along Ninigret Pond, was a well known hotel. The rich fish and shellfish harvests of the pond played an important role in the town's economy. Cross Mills continued to be an active local center well into the 20th century. In 1937, the village still boasted two corn-meal mills, the larger and more modern one powered by a diesel engine; across the road was Robert Browning's Mill, the Indian Maid, using an older, waterpowered system. The increased use of automobiles and improved highways diminished the importance of Cross Mills as a trade center by the mid-20th century. When Charlestown's present, centrally located Town Hall was erected in 1893, Cross Mills had ceased to be the seat of government. The general store became a hardware store, and the gristmills stopped operating and eventually deteriorated. In the 1970s, Route 1 was rerouted, skirting the village. Today, Cross Mills is a quiet place, difficult to recognize as having been a village. Lacking visual cohesiveness, Cross Mills is more an historic than a geographic entity today. However, the village's contribution to the town's history is manifested in several significant buildings. (1831- Cross Mills.)

POST ROAD

- 8-A. Cross's Hall and Store (1855): A 2½-story stuccoed stone-rubble building, with a later 2-story porch across the front. It stands at the village center, the intersection of Post Road and South County Trail. When erected in 1855 by Joseph H. and George W. Cross, it was used as a store, post office, and public hall. The town council met here between 1855 and 1877. The place continued in use as a store, post office and meeting hall until well into the 20th century. (1855- Store.)
- 8-B. Site of Cross' Gristmill: A plain, 1-story, commercial building stands atop the remains of the Cross gristmill near the village center. The first record of its existence is in Ninigret's deed to the colony in 1709, when it was owned by Joseph Davill. In 1709 it was sold to Joseph Cross. Later, it was run by George W. and Joseph H. Cross, and in 1877, it was owned and operated by Alfred Collins and Benjamin B. Greene. In 1920, it was purchased by Benjamin C. Gavitt, who sold Rhode Island white corn meal under the label, "Ben's Corn Meal." Gavitt continued operating the mill until 1930 using water power; then he installed a turbine. In 1952, Gavitt who also ran a general store across the road (built in 1930), halted milling operations. Although the old mill was replaced by another structure, its works are still in the basement of the new building. (1870- G. Mill.)

- **8-C. District Two Schoolhouse (1838): A 1-story building, with two entries with transom lights flanking a central window in the gable end. This schoolhouse originally stood on the north side of Post Road in the Quonochontaug area. Built in 1838, it was in continuous use until 1918, when the town elementary school was built at Carolina. The old one-room school had not been substantially altered since about 1865, when the interior was re-finished. In 1972, the building was given to the Charlestown Historical Society and in 1973 it was moved to this site and restored, complete with its original foundation facings. District Two Schoolhouse, the only unaltered survivor of eight such schools in Charlestown, is entered in the National Register. (1855-School [at its original location].)
- *8-D. First Baptist Church of Cross Mills (1873): This extremely plain, gable-roofed, white, clapboarded church has a small gabled-entry vestibule and a square, louvered belfry at its fore-ridge. There is a cemetery next to the church. (1895- First Day Baptist Church.)
- 8-E. George Ward House (c. 1850): A 2-story, square, hip-roofed, Italianate villa, with a large, square belvedere. The house has been altered and has a large wing on the right side. The Ward House is set back from the road on a large, grassy lot at the east end of the Cross Mills Historic District. George and James Ward built the Ocean House, on nearby Ninigret Pond (see #8-G). (1870- G. H. Ward.)
- 8-F. "The Place Called Hathaways:" A 2½-story, Bracketed, late 19th-century, cross-gable-roofed residence, with a century, pedimented portico in a 3-bay facade and a 2-story ell at the rear. After World War II, several cottages were built on the property and continue to serve the public today as "modern efficiencies in a rustic setting."

TOWN DOCK ROAD

- 8-G. The Ocean House (1848): A large, 2½-story, Greek Revival structure, with a large, 2-story, enclosed addition across the front, it stands at the head of a small harbor and the town dock on Ninigret Pond. There is now a marina on the property. Built in 1848 by James and George Ward, the building originally contained Ward's Hall, used for public meetings and trials, including criminal proceedings brought against the parties who opened graves at the Royal Indian Burying Ground (#35). Perhaps the most noted resident of Ocean House was Rufus Brown Bullock, ex-"carpetbag" governor of Georgia, who began summering here in 1868. Bullock sponsored a sailboat race known as the "Ocean House Regatta" for forty years beginning in 1876. He also

financed the construction of a large gazebo on the grounds, used for dances in the summer. In 1904, the place was also known as Cold Brook Farm. Today, the Ocean House Marina still carries on an old tradition with its fishing and boating sales, rentals, and service. (1870- Ocean House.)

9. The Great Swamp Natural-Historic Area: One of the largest swamps in Rhode Island, the Great Swamp is a forested 2,850-acre tract, mostly in South Kingstown and partly in Richmond and Charlestown. The Richmond and South Kingstown portions comprise the Great Swamp Management Area. The Great Swamp is an important natural area, a habitat for several unusual plant species and a valuable wildlife refuge. Historically, the area was frequented by the Narragansetts and other Indian groups for thousands of years. It was the site of the Great Swamp Fight fought December 19, 1675, when soldiers from several New England colonies, English colonists, and some Indians, including Mohegans, attacked and destroyed the Narragansetts winter camp in South Kingstown, a special stronghold for the Narragansetts and Wampanoags. Today, most of the Great Swamp, managed by the Rhode Island Department of Environmental Management, is characterized as a red maple and Atlantic white cedar swamp.
- **10. Village of the Narragansetts Historic Area: An area of about 8.75 square miles in the Town of Charlestown, bounded by Routes 2 and 112 on the east, U.S. Route 1 on the south, King's Factory Road on the west, and Route 91 on the north, comprises the Historic Village of the Narragansetts Historic District, entered in the National Register. A sparsely inhabited, mostly wooded area, it includes the Indian Cedar Swamp, Schoolhouse Pond and Deep Pond, the Narragansett Indian Church, and the August meeting grounds in front of the church, at least fourteen cemeteries, several roads and trails, an animal pound, sites of over twenty-five houses with outbuildings, the Indian Schoolhouse site, and the Joseph Jeffrey House and sawmill site.* From 1709 to 1880, this district was the nucleus of the reservation of the Narragansett Indians, a partly self-sustaining community whose economic life depended on sheep raising, lumbering and farming. The Indian community remained an enclave in the midst of increasing numbers of non-Indian residents. In 1880, the tribe sold its commonly owned property to the state and the Narragansetts were detribalized, but many families continued to own their homes and farms as private property. The village site is unique in the northeastern United States because of the Indians' extensive use and high quality of masonry, as exemplified in the 1859 stone church. In

*Several properties within the historic district, but not specifically related to the Narragansetts, are included as separate entries in the inventory.

the 1970s the Narragansetts initiated lawsuits to regain a portion of their lost lands. The 1978 settlement they achieved returned some 1,900 acres to Narragansett ownership, which has been placed in the hands of trustees. (1831- Ninigret Indians Reserve Lands.)

- 10-A. Narragansett Indian Church (1859): A 28-by-40-foot, 1-story meetinghouse with regularly coursed ashlar walls, two simple entries in the gable end flanking a small central window, and a small chimney at the rear. The church--in a remote location, on what was, and is again, tribal land--fronts on a large grassy lot. One eighth of a mile further north is a large, now overgrown burial ground of possibly 700 graves, most identified with uninscribed stones. It contains the graves of Samuel Niles (who died in 1785), a near contemporary deacon, and a young woman. These three graves have inscribed stones. A short distance west of the church is a raised grassy platform enclosed by a stone wall (built during the 1970s), which is used for the annual August meeting. Most of the surrounding area is wooded and uninhabited.

About 1741, the Great Awakening, an evangelical religious revival, swept the colonies. A Baptist congregation was formed in Charlestown by the Narragansetts, and in 1750 a church was built. A plain, frame structure, it had several pastors, including Samuel Niles, one of the most eminent Indian preachers in America in his day. The old building was replaced by the present, fine, stone structure in 1859. Associated with the church building are the August meeting grounds, used by large numbers from various parts of the country who gather here each mid-August. The Narragnasett Indian Church, the only Christian Indian church in Rhode Island, is an important building, exhibiting the high quality masonry work associated with the Narragansetts. It is a living symbol of this region's Native American population, the focus of their spiritual and tribal activity today. (1855- Indian Meeting House.)

- 10-B. Site of the Indian Schoolhouse and Ninigret Lodge: Along the north shore of School House Pond is the site of the Indian Schoolhouse and its carriage shed.

The original Indian schoolhouse, a wooden structure, was erected in 1745 by the Society for the Propogation of the Gospel as a means to extend religion and education. In 1767, the Rhode Island general assembly voted that Thomas Ninigret and five of his council make and give to the state a deed of an island in a swamp in Charlestown containing three acres of land and a schoolhouse for use of the Indians. As early as 1815, the old schoolhouse was replaced by another and named the Narragansett Indian Schoolhouse.

It was located on a small knoll at the north end of Quacumpaug Pond (later School House Pond). When the tribal lands were sold in 1880, the old schoolhouse and surrounding land was purchased by William P. Sheffield and ten others who organized as the Ninigret Country Club. The old schoolhouse was refitted and enlarged for use as a club house and fishing lodge; it was later remodeled several more times. James C. Collins, the president of the group, was an early proponent of the country-lodge movement in Rhode Island. Subsequently, three other lodges were built--one at Burlingame and the other two near the shores of School House Pond--by business and professional men for relaxation and a change of pace from workaday routines. In 1968, the former Indian schoolhouse was demolished, but two other lodges still survive, one as part of Camp Davis, owned and operated by the Providence Boys Clubs (#34). Quacumpaug, which was the most important and most heavily used, is now part of the Indian lands. (1855- Indian School.)

- 10-C. Indian Cedar Swamp: A 900-acre forested swamp in the north-central part of Charlestown, bounded approximately by King's Factory Road on the west, Narragansett Trail on the north, Old Mill Road and School House Pond Road on the east, and School House Pond on the south.

One of the largest wilderness areas of Rhode Island the Indian Cedar Swamp is an important natural preserve, rich in plant species and wildlife. The swamp has long standing historical associations with the Indians who cut wood here, mostly for shingles. (1819- Indian Great Swamp.)

- 10-D. Pound: On Old Mill Road are the deteriorating stone walls of the former pound. It was one of many which were built in Rhode Island during the height of the state's agricultural prosperity in the 18th century to hold stray animals.

- **10-E. Narragansett Indian/Joseph Jeffrey House (c. 1709) and Sawmill Site: The best preserved part of the complex is the 1½-story, wood-shingled, early 18th-century residence on Old Mill Road. It has a large, stone, center chimney; a simple, central entry, with gransom lights, in a 5-bay facade; shed dormers; and a later ell at a right angle at the west end. In the late 18th or early 19th century, the house was expanded twelve feet to the west and assumed its present form. It is surrounded by handsome, early 20th century gardens on a 9½-acre parcel bordering the mill pond and including the sawmill site. There is a stone wall along the road and an early 20th-century carriage house behind the house. The house was originally built by Narragansetts. In 1709, an approximately nine-square-mile tract, including this property, was set aside as a reservation for the Indians. About 1769, this property was

granted to Joseph Jeffrey, an important member of the tribe, who carried on his livelihood as a wheelwright and a sawyer in conjunction with the nearby mill. The house is also noteworthy as a fine example of the evolutionary expansion of a residential structure. (1855- shown on map; 1870- W. Perry.)

The ruins of the sawmill are located near Sawmill Brook and Old Mill Road just north of the Jeffrey house. The first sawmill here was operated by the Narragansetts, reportedly prior to creation of their reservation in 1709, and tribe member Joseph Jeffrey acquired the mill site about 1769. The sawmill was later sold several times. Subsequent owners included Joseph Kenyon, Saunders Crandall (in 1864), and Benjamin Tucker. Tucker rebuilt and enlarged the mill by 1877, operating it both as a sawmill and as a shingle mill, finishing oak, pine, and cedar cut in the nearby swamps. Later in the century, however, the site was abandoned and the mills eventually deteriorated to the status of ruins. (1870- Saw Mill.)

10-F. Narragansett Indian Longhouse: A roofed-over cellar along South County Trail serves the Narragansett Indians for religious services in the winter months (December to March) and for meetings and other tribal activities.

11. Quonochontaug Summer Colonies (East Beach, Central Beach, and West Beach): Quonochontaug along Quonochontaug Neck, consists of several communities--East Beach, on East Beach Road extending from U.S. Route 1 south to Rhode Island Sound and bordering Ninigret Pond; West Beach, fronting on the ocean and the Quonochontaug Breachway; and Central Beach, between these two. There are several small streets of houses set back from the immediate shore which are part of Quonochontaug, as the entire area is known.

Quonochontaug Neck was settled at an early date, with several farms established in the 17th century.* In the late 19th century, Quonochontaug began its growth as one of the town's major summer colonies. A cluster of fourteen cottages were built at West Beach about 1880; others were added before century's end at West Beach, then known as "The Heights," and several hotels and inns provided accommodations for guests. More summer homes were built along the ocean shore in the early 20th century. Although the 1938 hurricane destroyed some 200 cottages and four hotels, Quonochontaug was rapidly redeveloped. Today, the West Beach area contains many summer houses, mostly wood-shingled structures, which line the oceanfront and the east side of the

*See numbers 69 and 70 for earlier farmhouses in the Quonochontaug area.

Quonochontaug Breachway. This breachway, like the one at Charlestown Beach, was once a natural, impermanent channel, alternately opened and closed. It was permanently opened by the construction of large granite-block walls. During the 20th century, especially after World War II, many houses were built in the Central and East Beach areas. The Quonochontaug Beach summer colony, which was once limited to the immediate area near the breachway, now extends from U.S. Route 1 to the ocean and from Ninigret Pond to Quonochontaug Pond. (1895- "The Heights," a row of houses along the barrier beach near the ocean at West Beach; 13 houses along East Beach beach.

12. Shady Harbor: Charlestown's westernmost summer community, Shady Harbor, along Shady Harbor Drive and several side streets off U.S. Route 1, is sited in a quiet, pleasant environment along the north shore of Quonochontaug Pond. This modest-sized, mid-20th-century summer colony contains generally well built but architecturally undistinguished houses set on ample, well kept lots. Like Charlestown's other summer communities, Shady Harbor embodies the attractiveness of the shorescape along southern Rhode Island.
- **13. Shannock Village Historic District: The Shannock Village Historic District, which has been approved for listing on the National Register, includes part of the Pawcatuck River and two dams along it, two factory complexes, and about sixty structures and sites. Astride the Charlestown-Richmond town boundary, formed by the Pawcatuck, most of the buildings, including the site of the railroad depot and vacant mills, lie on the Richmond side. In Charlestown, at the east end of the village, are a church and several residences and former stores. At the extreme western end of the village, also in Charlestown, stand a small power house, two dwellings, and several outbuildings.

Shannock's history dates from pre-Columbian times, when the falls were an important source of fish for the Narragansetts. A dispute over fishing rights led to a fierce battle between the Narragansetts and their western neighbors, the Pequots, on a hill south of the lower falls, in today's Charlestown. The water-power potential of Shannock's falls was recognized at an early date by white settlers. The first mills appear to have been a sawmill and a gristmill at the upper falls on the Richmond side, both built before 1759. Joshua Clarke bought the mills in 1771, and the area around Horseshoe Falls became known as Clarke's Mill for the family which was pre-eminent in the village for more than two centuries. Other early mills included a sawmill erected before 1815 on the Charlestown side of the upper falls and a gristmill on the Richmond side of the lower falls. The real growth of manufacturing in Shannock, however, took place in the mid-19th century with the establishment of cotton and woolen mills

at the upper and lower falls and the construction of the New York, Providence and Boston Railroad through Shannock in 1837. During the early and middle 19th century, the eastern and western parts of the village (at the upper and lower falls) had separate identities, but by 1870 the name Shannock was applied to both. The period of prosperity which began in the 1830s or so, persisted into the 20th century. In 1902, the Clark* family, which still owned much of Shannock and the newly incorporated Columbia Narrow Fabric Company, built a new mill and made subsequent additions. The new mill construction was accompanied by the formation of a completely new community--"a model village"--Columbia Heights, just south of Shannock, in Charlestown (see #7). In 1964, the Clarks sold their Shannock holdings, including the mills, and in 1968 the Columbia Narrow Fabric plant closed. Since then, Shannock's mills have been idle. Shannock was one of the last villages in the state--possibly the last village--to be wholly owned by a single corporation. Even today, much of Shannock remains a single property. Off the beaten path, its well preserved, predominantly white-painted, plain-trimmed, clapboard structures, most dating from 1850 to 1900, retain their 19th-century character. Shannock's buildings, its more than two-century history of milling and manufacturing activity, and its association with Rhode Island's Indian history, contribute to its cultural significance.
(1831- Clarke's Mills.)

- 13-A. Shannock Upper and Lower Falls: Along the Pawcatuck River in Shannock are two waterfalls, both of which played an important role in the transformation of the area into a prosperous mill village in the early 19th century.

The Upper Falls, also known as Horseshoe Falls from its shape, is a handsome waterfall, the dam built of random ashlar blocks. Located on the river just above (east of) the main street, the dam, probably originally constructed by Perry Clarke in the early 19th century and replacing an earlier dam, impounded water for mills on both sides of the river.

The Lower Falls is dammed by a low, stone structure which follows in serpentine form the crest of the falls. It was probably erected by John T. Knowles in the 1830s and 1840s. On the nearby Carolina-Shannock Road bridge over the Pawcatuck River is a simple stone shaft, erected in 1936 to commemorate a battle between the Narragansetts and Pequots, in which the Narragansetts, after a fierce battle, successfully defended their fishing rights at the falls. The Narragansetts defended the hill just south of the falls, in today's Charlestown, where arrowheads and other artifacts and Indian graves have been discovered.

*The Clarkes had dropped the "e" from their name earlier.

- 13-B. Shannock Baptist Church (1901-1902): This picturesque clapboard church has interesting gable roofs and a 3-stage, rather Italianate campanile with open belfry and hip roof to one side. There is a large field north and west of the church, separating it from the village. The building is sited close to the road and directly above a deep cut through which the Northeast rail corridor passes. On October 8, 1855, the society received this lot from Joseph Hoxsie and erected a church building. It burned in 1901 and was immediately replaced by the present structure on the site of the old church. (1870- Bapt. Ch.)
- 13-C. George W. Hoxie House, or Hillcrest (1902): This 2½-story, hip-roof, late Queen Anne-Colonial Revival dwelling has a Tuscan-columned veranda. It was the residence of one of the partners in the G. W. Hoxie and Co. grocery at Shannock. The scale, siting, and location of the structure--a large house, on a hill, physically separated from the village mill houses--is characteristic of homes of mill owners, supervisory personnel, and business and professional men in mill villages throughout the state.
- 13-D. Hoxie House(c. 1865): A 2½-story structure, its gable end set close to the road, with a full basement in the facade. The bracketed veranda on the west has Swiss Style slatwork railings. There is a large addition at the rear. The house was built as the residence of either Joseph Hoxie or his son, George W., both grocers. (1870- J. Hoxie.)
- 13-E. George W. Hoxie Store (c. 1880): Standing atop a high retaining wall, the 2½-story, mansard-roofed structure has a full basement at street level. Set end to street, the building has a veranda with Queen Anne turned posts, a bracketed cornice, and gabled dormers. It originally contained a grocery(which operated until 1972)in the basement, stores in the first floor, tenements in the second floor, and a public hall in the attic. The Hoxie family was important in the village and the town. Joseph Hoxie, born in 1804, conducted a store at Shannock and at Shannock Hill, furnishing suplies to railroad men when the New York, Providence and Boston Railroad was being built through the area in the 1830s. His son, George W., a schoolteacher at Cross Mills District School, served as a bugler in the Civil War. On his return to Rhode Island, George W. started this store, running a mercantile business in association with his brother, Albert. Upon George's death in 1896 his son, also George W., continued the extensive business under the firm name of G. W. Hoxie & Co. (1895- Geo. W. Hoxie & Co.)
- 13-F. George Carmichael Estate, or River View (1882): Dramatically sited on a hilltop overlooking the Carmichael Mill (in Richmond), the estate of George Carmichael, Jr., contains two houses and two other structures. The Queen Anne Carmichael House is a large, 2½-story, cross-gable-roof structure, with bay windows and

vertical-board gable and eaves trim. Several Colonial Revival additions were made in 1896, and in the 20th century the structure was extensively remodeled. Nearby are a gabled carriage house with board and batten siding and the former recreation house, both reflecting the styling of the main house. Just east of the Carmichael house is what appears to be an 18th century dwelling, with a large stone-end chimney and an entry at the right side of the flank end. George Carmichael, born in Glasgow, Scotland, in 1838, emigrated with his family to Westerly in 1847 and was connected with manufacturing in various capacities in several mills in Westerly and Hopkinton. In 1875, he came to Shannock, and, with his brother Alexander, took charge of the woolen business under the name of the Carmichael Manufacturing Company. In 1882, George erected his home, "River View," in Charlestown, where he resided until his death in 1903. George Carmichael was active in politics, serving as president of the Richmond Town Council, and represented both Richmond and Charlestown in the state legislature. He was also one of the commissioners who negotiated for purchase of the Indian common lands and for the purchase of the Royal Indian Burying Ground and its enclosure. (1895- G. Carmichael.)

INDIVIDUAL STRUCTURES AND SITES

ALTON-CAROLINA ROAD

14. Kenyon's Bridge, Number 206 (1926): A single-arch 50-foot, concrete span over the Pawcatuck River, with a 30-foot roadway, built by the Engineering Service and Construction Company of Boston. There is a three-foot, reinforced-concrete paneled parapet. The bridge was built in conjunction with a new Carolina-Alton Road in 1926 and named after the builder of the original bridge, which stood 150 feet downstream (the stone abutments remain). The new highway was relocated at this point for the present bridge, which is typical of many others built throughout the state in the 1920s and 1930s, including several across the Pawcatuck. (See numbers 30 and 77).

BISCUIT CITY ROAD

15. Biscuit City Road Historical and Scenic Roadway: Biscuit City Road, once known as Zachary Bridge Road, is one of the town's oldest. It is an extension of a 17th-century highway which was laid out from Tower Hill settlement to Worden Pond in South Kingstown in 1668. This section leading to Kenyon probably dates from the early 18th century. Several early farms were established along its route in Charlestown. The road today, although resurfaced with asphalt and rapidly becoming suburbanized, retains

much of its 18th-century character; its relatively narrow, meandering course is lined by stone walls and carries a light volume of traffic. (1831- road is shown.)

16. Biscuit City Road Bridge, Number 487: Steel girders on stone abutments carry the Biscuit City Road Bridge's plank deck and white-painted wood rails over the Pawcatuck River in the north-eastern corner of the town. A bridge has been located at this site for many years, and was long known as Zachary's Bridge. Today the bridge retains an unspoiled and quite beautiful natural setting. (1831- Zachary's Bridge.)
17. Holloway Farm: The Holloway Farm is located back from the road on a private drive, in the northeast part of Charlestown, bordering the Great Swamp (#9). Although there is no record of the farm's history, it probably dates from the early 18th century. The foundations of an earlier house have been located on the farm. The present farmhouse, built in the early-to-mid 19th century, has deteriorated and is being renovated. The 80-acre property is still a working farm, run on a part-time basis by the owners. It has a sheep pasture and several outbuildings, including a large, new, gambrel-roof barn and several wood-shingled sheds. Interesting, dry-laid, fieldstone walls survive on the property. (1870- J. Holloway.)
18. The J. P. Green Houses: At the south end of Biscuit City Road, along its west side, are two 18th-century farmhouses. Close by the road, in an overgrown lot, stands a vacant and deteriorating, 1½-story, wood-shingled house, gable end to road, with a large, stone, center chimney. Several hundred feet further back is an occupied but heavily altered house that also looks like an 18th-century structure. Fine, old, dry-laid, fieldstone walls abound on the property. The whole complex belonged to J. P. Green in the late 19th century. (1870- J. P. Green [both houses] .)

BUCKEYE BROOK ROAD

19. J. G. Burdick House (c. 1860): A 1½-story, wood-shingled, Greek Revival dwelling, now empty, with a small, brick, center chimney and a piazza across the front. Owned by the state of Rhode Island, and within the Burlingame Management Area, this vernacular structure is a good representative example of Charlestown's interior farmhouses of the mid-19th century. (1870- J. G. Burdick.)
20. The Stone House (c. 1860): A 1½-story, mid-19th-century, stone dwelling built of crudely laid, rectangular, stone blocks. It has a small, brick, center chimney; a simple, off-center entry in the front; and a shed-roof addition at the rear. (1870- M. Crandall Est.)

BURDICKVILLE ROAD

21. Waterhole: A square, stone-lined waterhole, surrounded by a wooden rail fence, probably built by C.C.C. workers in the 1930s. It is one of several in and near the Burlingame Management Area.

CAROLINA BACK ROAD

22. St. Mary's Roman Catholic Church (1933): Just south of the Carolina Historic District is St. Mary's Roman Catholic Church, a gabled, wood-shingled structure, with a small belfry on the ridge and a rose window above the enclosed, pedimented entrance vestibule. Each side elevation has four pairs of lancet windows and sham buttresses in stone. A rectory is at the left rear and a paved parking lot is at the right side. The original St. Mary's, built at a nearby site in 1902, was destroyed by fire in May, 1933, and the existing church was constructed soon after. Established as a mission, St. Mary's became an independent parish in 1946. It served, and serves, much of Charlestown and the surrounding towns.
23. Charlestown Elementary School (1918 et seq.): At the intersection of the road to Shannock, the Charlestown Elementary School, originally the Pawcatuck Valley School, was erected in 1918 as a four-room school, on a 30-acre lot. It replaced the town's one-room schoolhouse. Additions were made in the 1930s, in 1951 (when it became the Charlestown Elementary School), in 1965, and in 1971. The building now houses grades K-6; grade-7 pupils go on from here to the Chariho Regional School in Richmond.
24. Site of Tucker's Shingle Mill: In a wooded area about one-half mile west of Carolina Back Road and several hundred feet south of the Amtrak-Conrail tracks, is a dam and the site of a sawmill and shingle mill beside a shallow pond. Many stone walls, with bar ways and cart paths, surround the site. Tucker's Mill was one of several small, waterpowered sawmills and gristmills in Charlestown in the 19th-century. (1895- Shingle Mill, John Tucker.)
25. J. M. Noga House (c. 1885): A plain, 1½-story, mansard-roofed dwelling, with a small, brick, center chimney; a central hooded entry in a 5-bay facade; and gabled dormers. It may be the only mansard-roofed residence in Charlestown. (1895- Joshua M. Noga.)

CAROLINA-SHANNOCK ROAD

26. S. Kenyon House (c. 1860): An end-gable, Bracketed cottage with side-hall entry within a porch which fronts the building. The porch has unusually elaborate trim, probably not original. (1870- S. Kenyon.)

CHARLESTOWN BEACH ROAD

27. Edward Burdick Farm: Fields surround a shingled, gambrel-roofed dwelling and two wood-shingled sheds which comprise the Edward Burdick Farm. The 1½-story, 5-bay house has a broad gambrel roof; small, twin, brick chimneys; gabled dormers; and a central entrance in a south-facing, 5-bay facade. Probably built in the 18th century, the house appears to be much remodeled. Farmed until the late 1970s, the land is now idle and overgrown. (1855- not identified; 1870- E. Burdick.)

CHRISTIAN HILL ROAD

28. Maple Lake Farm: A 90-acre tract in the hilly northeastern part of town, containing woods, several acres of cleared land, a late 19th-century house, and a variety of early 20th-century outbuildings, including summer cabins, an ice house, and a steam house. There is a several-acre, spring-fed pond, the haunt of many ducks and Canada geese.

Originally the Chappell Farm, then owned by Holburton, who worked in the nearby Kenyon grocery store, the place was purchased in 1915 by John Pirhonon, a Finn who was then living in New York City. Attracted by the spring-fed pond he moved here in 1918, and enlarged and rebuilt the original farmhouse. In the late 1920s, he built a cabin on the farm for his Finnish friends. More cabins were built and eventually a summer business was carried on renting cabins. A small ice house stands near the pond where a boat dock was built. There are about a dozen cabins, including an octagonal one, all idle today. The Pirhonens built several outbuildings for their farming activities, which were carried on until about 1972. Dairying was the principal farm activity after World War II, mostly the raising of Angus cattle and, in the early 1950s, pure-bred Holsteins. The present owner and his brother-in-law were the third in Rhode Island to get the progressive breeder's award. John Pirhonon's son and daughter, the present owners, built new houses on the property in the recent past. (1895- John Chappell.)

COOKESTOWN ROAD

29. The Former Klondike Granite Quarries: Just east of Cookestown Road are two large, water-filled depressions marking the site of a granite-quarrying operation in a section of Rhode Island renowned for the high quality of its granite. The quarries, now abandoned and overgrown, are a spectacular phenomena, with white, cliff-like walls ringing deep, green, pools of water. Known as the Klondike Quarries and operated by the Gourley Granite Works, in 1911 the place was purchased and later consolidated with the Sullivan Granite Company of Westerly in 1921. The easternmost

quarry reportedly operated as late as 1968 for breakwater material. The Sullivan Company owned a large quarry near Bradford, in nearby Westerly and was the exclusive producer of "extra fine grained blue-white" Westerly granite, used in construction of memorials. Associated with the Westerly quarries were the Newally Quarry, located west of Cookestown Road, and the Bottinelli Quarry, near the town line. Cookestown Road was also known as Klondike Road.

KENYON ROAD

30. Mallard's Bridge (c. 1935): A single-arch-span, reinforced-concrete bridge spans the Pawcatuck River at Kenyon adjacent to the Kenyon Piece Dye Works. Historically, there has been a series of wooden bridges over the Pawcatuck at this site. This one, the latest in the series and probably built before the South County Trail was constructed, is a type of concrete bridge common to Rhode Island's many state highways. (1855- Mallard's Bridge.)

KINGS FACTORY ROAD

31. Waterholes: On either side of King's Factory Road, about one third of a mile apart, are two, square, stone-lined fenced-in waterholes. These, like the others in the area, were built by the C.C.C. in the 1930s.
32. The George Burdick Farm, or Stonecrest* (c. 1860): A 1½-story, L-plan, Greek Revival house, with an entry at the left side of the gable end, facing the road, and a 1-story ell at the rear. The house occupies a large lot, which includes a shed. (1870- G. F. Burdick.)
33. Log Cabin* (c. 1935): Along the southeast shore of Deep Pond, in a wooded setting back from the road, is a 1-story cabin, with a large, stone, exterior chimney and a shed-roof porch across the front. Built in the 1930s by Thomas Arnold for his family as a summer place, today it is used for recreation--including swimming in the nearby pond--by residents of Arnolda and Arnolda East.

LEWIS TRAIL

34. Lewis Lodge, or Sachem Lodge, or Wunnegis (c. 1925); About three quarters of a mile from Lewis Trail, on a private drive, and on the Providence Boys Clubs Camp Davis property, is a 1½-story,

*The George Burdick Farm and the log cabin are within the Historic Village of the Narragansetts Historic District (#10).

wood-shingled structure, with two, large, fieldstone, exterior chimneys and an interior chimney; a screened porch across the front (south side); and shed dormers. There is a stone shed-garage nearby. The building, set in a wooded environment on a small bluff overlooking School House Pond, was built in 1925 by Joseph W. Lewis of Barrington and used as a summer residence by his family and friends for many years. It was later sold to Chester Beal, who gave it to the Providence Boys Clubs. It is now known as Sachem Lodge and used in the summer months by the Boys Club staffs. Camp Davis, originally a 400-acre tract, was reduced in size to 106 acres after the Indian land claims settlement in 1978. The core of Camp Davis, a short distance away, consists of log buildings, including a mess hall and cabins, dating from 1964. Across the pond from Lewis Lodge is another lodge--Quacompaug--erected in 1900 and now part of the Indian land. The entire area is within the Historic Village of the Narragansetts National Register District (#10).

NARRAGANSETT TRAIL

(See Old Mill Road)

NARROW LANE

- **35. Royal Burial Ground of the Narragansetts: In a small clearing atop a wooded hill off Narrow Lane is the ancient burial place of the Narragansett Sachems. The burying ground, a rectangular, grassy plot, about 20 feet by 200 feet, bounded by an iron-post-and-rail fence, has a partial view of the ocean to the south. The fence, and a marble tablet, were erected in 1878 by order of the Rhode Island General Assembly. Seven small stones in the plat may be of recent origin. This burial place of privilege for the Indian sachems and their families is one of the few remaining traces of the once large and powerful Narragansett tribe, and is historically linked to the nearby Village of the Narragansetts (#10). In 1859, several local residents opened a grave and removed a large number of relics. Later, more graves were opened and more relics were removed. The site, which was wooded, was leveled by the great gale of 1869; since that time it has been kept cleared. In 1878, it was acquired by the state; the ground was graded and the remains of those who lay within the enclosure were removed. The Royal Burial Ground of the Narragansetts, an important Native American site, is entered in the National Register. (1895- Indian Burying Hill.)

NINIGRET ROAD

- **36. Fort Ninigret: Fort Ninigret, a three-quarter-acre reservation maintained as a park by the Rhode Island Department of Environmental Management, is located at the head of Fort Neck Pond, an

arm of Ninigret, or Charlestown Pond. Located on a plateau above the water's edge, Fort Ninigret was constructed of long ditches, into which wooden posts were set vertically. Over the centuries, the fort was repaired several times. The most prominent feature consists of a well defined, rectangular earth-and-stone embankment with five-sided bastions at three of its four corners. Originally bounded by a stone wall, the site is now delimited by an iron railing. An inscribed boulder marks the center of the site.

There were at least two distinct periods of Native American occupation here, the earlier one between A.D. 700 and 1300. During the major period of occupation, in the early seventeenth century, the Niantics used the site as a seasonally occupied, fortified stronghold. An important activity at Fort Ninigret was the manufacture of shell beads, or wampum, used by the Indians for ornament and as a limited medium of exchange. Wampum was an important commodity in the fur trade between Europeans and inland Indians as well as for trade among Indian groups. Fort Ninigret was primarily a trading post, with frequent visits by Dutch and other European traders in the early 17th century.

In 1637, the general court of Connecticut declared war on the Pequots. In that year, Captain James Mason with a force of ninety men marched along the shore, headed for the Pequot fort at Mystic, Connecticut. The Niantics were sympathetic to the Pequots, and Mason's party was met with open signs of hostility. However, after two days of talks, Mason continued on his way with neither help nor hinderance from the Niantics.

On August 30, 1883, a memorial to the Niantic and Narragansett tribes was made and the place was named "Fort Ninigret." Since 1883, the site has been maintained as a state park.

Archeological investigations carried on here during 1976 and 1977 by New York University unearthed many artifacts and added to the knowledge of the history of the fort. The earliest period of occupation is represented by small pieces of pottery, while the contact period is rich in trade items including iron hoes and hatchets, fish hooks, knives, nails, pieces of reworked brass kettles, glass beads and buttons, and fragments of clay smoking pipes.

Forts, a response to the increasing conflict and competition among Indian groups and between Indians and Europeans, are a unique and endangered resource. Fort Ninigret, entered in the National Register represents the earliest type of fort construction used by northeastern Indians and predates the introduction of metal axes. Other contemporary Native American forts in the eastern Long Island Sound area include one in Connecticut and five in eastern Long Island. (1855- Indian Fort).

OCEAN SCENIC HIGHWAY

(See Post Road)

OLD COACH ROAD

37. A. P. Greene House (c. 1845): A 2½-story, Greek Revival residence, with a large, stone, center chimney and a central, portico entry, with fluted columns. The house is set behind a dense screen of trees and shrubs. (1855- shown on map; 1870- A. P. Greene.)

OLD MILL ROAD

38. Peleg Tucker House (c. 1845): A 1½-story, Greek Revival residence, with a small, brick, center chimney and a central entry in a 5-bay facade. It stands close to the road behind a stone wall. The house was restored to its present fine appearance, with appropriate clapboard siding, in the late 1970s. This property is within the Historic Village of the Narragansetts Historic District. (1855- shown on map; 1870- P. Tucker.)

OLD POST ROAD

(See Post Road)

PASQUISET TRAIL

39. J. W. Tucker Farm: Fields, stone walls, a barn, shed, dwelling, and privy constitute the principal components of this mid-19th-century farm complex. The very plain, story-and-a-half dwelling, and all the major outbuildings, are shingle-clad. The Tucker farm, though fast reverting to forest, is nonetheless a well preserved and representative example of Charlestown's inland farms. (1870- J. W. Tucker.)

POST ROAD

40. Sea View Motor Court (1930s): This characteristic early 20th-century, automobile-oriented roadside hostelry consists of a bungalow-like office, a grassy court surrounded by a driveway and embellished with trees, picnic tables, and a birdbath; a row of small cabins on the south side of the court; and a motel structure on the north side of the court.

41. John Paull Lunch Room (1925-1926) and John Paull Cabins
(1930): At the intersection with Narrow Lane is a 1½-story, T-plan, shingled, gambrel-roof structure and, behind, a group of small cabins. The gambrel structure, built in 1925 by Albert Sisson, opened in 1926 as the John Paull Lunch Room. Run by Mrs. Sisson until her death in 1942, it was then closed and in 1948 became a residence. It is now a real-estate office. A railing in front and some ship's capstans and cleats are from the wrecked ship, John Paull (see following entry for more details on the John Paull).
- The John Paull Cabins, behind the lunch room, like the Sea View Motor Court, consist of several small cabins arranged around a court. Built by Albert Sisson, they were rented until 1942, then closed. They were reopened for rental from 1948 to 1960. Today, some are still rented on a long-term basis.
42. Albert Sisson House (1892-1900): A 2½-story, Queen Anne/Colonial Revival, gambrel-roofed residence, with patterned-shingle siding and an arched, shingle-clad, 2-story porch wrapping around much of its mass, at the corner of Narrow Lane. This house was built by Albert Sisson, who manned a lifesaving station along the nearby coast. He purchased a wrecked and stripped ship--the John Paull--at Green Hill Beach, and used the timbers for the framework and interior partitions. Working summers beginning in 1892, Sisson completed the house about 1900. Later, he built the John Paull Lunch Room and the cabins described in the previous entry.
43. Betty Babcock House: A 1½-story, Federal cottage with a brick center chimney; a central entry in a 5-bay facade; and a small wing at the right side, rear. (1870- Mrs. E. Babcock.)
44. Browning's Store: A 2½-story, wood-shingled dwelling with a large, brick, center chimney; a central, Greek Revival entry in a 5-bay facade; a shed-roof addition at the rear; and a rambling, 1-story addition at the left side which once housed a store. Grace Browning, who, with her husband purchased the place in the early twentieth century, began to bake and sell pies, cakes, and other desserts and eventually ran a thriving business. After her death in the early 1940s, her son ran it as a country store until it closed in 1969. (1870- D. Griffin.)
45. The General Stanton Inn (c. 1775 et seq.): The General Stanton Inn, built about 1775, is a long rectangular structure. The original middle section of the building is a typical 5-bay, central-entry, gable-roofed, center-chimney house. A 2-bay addition at the right side duplicates, in scale, style, and materials, the older part of the structure. A 1-story, flat-roofed, early 20th-century addition at the left side contains a dining room. In the rear is a late 20th-century wing containing kitchen and a bar.

room. Shed dormers and a handsome, carved, Colonial Revival entrance hood are early 20th-century elaborations. Despite additions and modifications (including aluminum siding), this is, nevertheless, one of the most interesting and important historic structures in Charlestown and the source of many stories--both factual and fanciful.

Reportedly, the place was used as an Indian schoolhouse in the 18th century, perhaps as early as 1775. In 1796 it was sold at a lottery to General Joseph Stanton. Stanton enlarged and altered the structure for use as a dwelling. About 1810, he added the 2-bay wing to house a store on the first floor and a hall above. Stanton's Hall, as it was known, is said to have been the first hall in town. For more than a century after 1810, the place served as a tavern on the then-important Post Road. During the 1920s, the old tavern was a well known gambling house for some time. Today, the General Stanton Inn serves meals, has a cocktail lounge, provides entertainment, and hosts a flea market on warm-weather Sundays. (1855- G. A. Stanton.)

46. District Schoolhouse Number One (1843): This gable-roofed, clap-boarded, Greek Revival schoolhouse, built in 1843, was repaired and renovated in 1874; later, an ell was added by the Charlestown Community Club, present owners of the building. (1855- School.)
47. Hoxie-Kenyon House: A large, 2½-story, Federal-era dwelling with a large, brick, center chimney and a central entry in a Victorian front porch. The building is set back from the road on a large grassy lot. Motel units for the Holmes Motel are at the rear of the property. (1855- W. Hoxie.)
48. The Schlesinger Estate: A large, 1½-story, wood-shingled, early 20th-century house on Ninigret Pond, with two exterior stone chimneys and a large shed dormer across the front. It was the residence of Lulu Mowry Schlesinger, the first woman to hold political office in Charlestown; she served in the Rhode Island House of Representatives from 1926 to 1928 and in the State Senate from 1928 to 1930. The Schlesinger Estate originally included a garage (recently converted to a residence) and a caretaker's cottage (also a residence now) near Town Dock Road. Lulu Schlesinger, born in New Jersey, had Rhode Island connections through her father, a Mowry, who was in the cotton business in northern Rhode Island.
49. King Tom Farm: The King Tom Farm, historically one of the most interesting and significant places in Charlestown, today includes a c. 1923, Neo-Colonial, wood-shingled residence; a large c. 1940, potato barn; a number of smaller cottages; a gristmill on the nearby pond; and a granite boulder known as Coronation Rock**which has been approved for the National Register. The farm was once

part of the Narragansett Indian tribal lands. Originally, it belonged to the Niantics, who remained neutral during King Philip's War and who stood in good favor with the colonial government after the war. After the hostilities, a number of remnant tribal groups founded a new Indian community and eventually came to be known as Narragansett Indians. Leadership of the tribe passed from Ninigret through a line of his successors. Thomas Ninigret, born in 1836, became the tribal sachem in 1746. He went to England for an education at Oxford, and, returning home, built an "English style" house. King Tom, as he was known, was succeeded by his sister Esther, who was crowned at the rock in the yard, now known as Coronation Rock, in 1770. She was the last of the Narragansett tribe to live here, as her son was killed in an accident and the estate had incurred heavy debts through mismanagement. To settle these debts, the property was sold in 1773. Nathan Kenyon bought the place, and it remained in the Kenyon family until 1939. During that time, the Kenyons added to their landholdings, eventually owning some 536 acres. In the 1890s, James Kenyon, a wealthy lumber dealer from Providence, who used the property for his summer home, remodeled King Tom's home into a great estate. The grounds were beautifully landscaped, a brook dammed to create a mill pond, and a gistmill was installed. In 1922, King Tom's colonial house burned, and was immediately replaced by the present neo-Colonial structure. In 1940, after the death of Elizabeth Wilkinson, James Kenyon's daughter, the property was sold to Edward Browning and turned into a potato farm. A very large, wood-shingled barn was built at this time. After Browning's death in 1955 the property was divided and sold. Today, the King Tom Farm consists of an interesting collection of buildings and the historic rock; they tell the history of the place over two hundred years. Once the home of the Sachems of the Narragansetts, then a splendid summer estate, the farm now serves a private and public use. "King Tom Farm and Cottages," according to a 1980 vacation guide, provides a "wholesome family environment in private individual units." Historically, the King Tom Farm is important for its associations with the original inhabitants of Charlestown. Its history in some ways parallels the history of this part of Charlestown. Along with the stone wall and tree-lined old Post Road in front--one of the best preserved sections of that highway extant today--the King Tom Farm today is an interesting and charming spot. (1855- shown on map; 1870-Kingston House, J. N. Kenyon.)

50. J. N. Kenyon House (c. 1860): Near the west side of Post Road, not far from the King Tom Farm, is a 1½-story, late Greek Revival dwelling, set end to the road and fronted by a later porch. On a pleasant site, behind a stone wall along the tree-lined road, the house was once part of the King Tom Farm. Across the road is Historical Cemetery Number Twenty-Two, where James Kenyon and

other members of the Kenyon family who resided at the King Tom Farm, are buried. (1870- J. N. Kenyon?)

51. Historic Post Road: A section of roadway, about three-quarters of a mile in length, from U.S. Route 1 to the former Naval Air Station entry, lined with trees and stone walls in places and including some historic structures along its path. One of the state's oldest major highways, the Post Road was laid out through Charlestown in 1703. Construction of a new U.S. Route 1 in the early 20th century by-passed this portion of the old highway. It retains much of its historic character despite paving and widening and is the best preserved stretch of Old Post Road in Charlestown today.
52. Perry Hoxie Farm, or the Fantastic Umbrella Factory: The Perry Hoxie Farm, until the recent past, consisted of a 1½-story, early 19th-century residence, a barn, and several small outbuildings. In 1968 "The Fantastic Umbrella Factory" was established here as a community of farmers, craftsmen, and shopkeepers, and the former farm was transformed. Today, it includes, according to a 1980 tourist brochure, "a 19th century Farmyard Paradise, a gift shop, a crafts guild, a restaurant, and a clothing boutique." (1855- shown on map; 1870- J. McDonald.)
53. Former United States Naval Auxiliary Air Station: The former U.S. Naval Air Station at Charlestown, a large tract between Post Road and Ninigret Pond, includes a control tower, hangers, residential units, and other facilities--all now vacant. The Naval Air Station (NAS) lands contains Native American sites. In the seventeenth century, this land was settled by Christopher Champlin, whose farm was one of South County's several large plantations. The tract remained farmland for several centuries. In August, 1942, shortly after the outbreak of World War II, the U.S. Government condemned and purchased about 600 acres of land here and constructed the Charlestown Naval Auxiliary Landing Field (NALF) as an adjunct to the Quonset Point Naval Air Station. During the war, navy pilots were trained for night flying at the field. In 1945, the facility at Charlestown was the only Carrier Aircraft Unit in the world that operated 24 hours a day in full flying status. Deactivated in 1949, it was reopened at the beginning of the Korean War and functioned as a subsidiary to Quonset Point, handling overflow air traffic and serving as a touchdown point for training flights. Declared excess property by the U.S. Government in 1974, the former NAS was optioned to Narragansett Electric Company, which began developing plans to establish a nuclear-powered electric-generating plant here. In 1980, after years of bitter controversy and legal battles, plans for the nuclear facility were dropped. Part of the former NAS site is now a U.S. Fish and Wildlife Refuge and part will be used for recreation by the Town of Charlestown.

54. Windswept Farm: Windswept Farm is a characteristically late 20th-century, rustic, crafts center-antique shop-restaurant located on a scenic rise overlooking Route 1 and the Charlestown barrier beaches. Part of the establishment is housed in a very large barn, to which a series of shed-roofed, skylighted additions have been appended.
55. Barnside Farm: A $2\frac{1}{2}$ -story, mid 19th-century residence, with two, small, brick, interior chimneys and a central entry in a 5-bay facade across the front. The complex, adjacent to Windswept Farm, includes some interesting and uncommon stone outbuildings--a 1-story building behind the house and a large, former milk house, in front. (1895- J. A. Rogers.)
56. The Willows Motel: A relatively large motel beside Foster Cove south side of U.S. Route 1. There is a 1-story front section along the road while a 2-story rear section, with balconies on the second floor, overlooks the cove to the south. One of many motels along the Post Road in Charlestown, the "Charlestown Willows Resort" offers, in addition to rooms, a pool, tennis courts, golf facilities, and boats for rent.
57. Samuel Browning Farm (c. 1855): The complex encompasses a $2\frac{1}{2}$ -story, 5-bay dwelling with a $1\frac{1}{2}$ -story ell, a barn, two sheds and a large, flat field on Ninigret Pond. (1895- Saml. Browning.)
- *58. S. B. Hoxie House (c. 1840): A 2-story, end-gable, pedimented, Greek Revival residence, with a pedimented Doric portico; full entablature and paneled corner pilasters; oval fan in the pediment; and a $1\frac{1}{2}$ -story rear ell. Sited on a large, well landscaped lot at the intersection with Cookestown Road, this is one of the finest Greek Revival buildings in Charlestown. (1855- S. B. Hoxie.)
59. "Stonehenge" (c. 1920): This eclectic bungalow is sited atop a terraced hill, facing the ocean, and has well landscaped gardens. It is a handsome, small estate along Post Road.
- *60. First Baptist Church of Charlestown (1840): A pedimented, end-gable, Greek Revival meetinghouse with a 1-stage, square belfry. It has two separate, single-door entries in front and a 1-story ell at the right side. The church building, set on a simple landscaped lot on a slight elevation affording a view of the ocean, was built by Peleg Clark, Jr., of Westerly in 1840 and dedicated the following year. It enjoys a quiet setting on a remnant of the old Post Road which was by-passed when the "scenic highway" was completed. (1855- Bap. Church.)

61. J. Taylor House (c. 1810): A center-chimney house with later alterations including a large shed dormer and screened-in front porch. (1870- J. Taylor.)
62. Quonochontaug Grange Number Forty-Eight, Patrons of Husbandry: A 1-story structure, set end to road, with a central, portico, double-door entry in front and full basement at the sides and back. The Quonochontaug Grange society was organized in 1911 and for many years met in private homes. Later, the society purchased a barn and converted it to a hall. The grange building was dedicated in 1948.
- **63. Joseph Stanton House, or the Wilcox Tavern (1739), and The General Stanton Monument: The Joseph Stanton House is a large, 2½-story structure with typical center chimney, a 5-bay facade, and a 5-room plan. The present Greek Revival entrance is an early 19th-century alteration, as was a long, 1-story wing at the right side, rear. There is a narrow terrace in front of the building and the house is set on a bank above a short stretch of the old Post Road which is cut off by the new highway to form what amounts to an oval driveway. Between the old and new highways in front of the house stands the monument, a twenty-foot granite obelisk surrounded by a fence.

Joseph Stanton II built the house as a residence sometime before 1739. Joseph Stanton Jr., his son and the fourth in the Stanton line to bear that name, was born there in 1739. He became one of Charlestown's most illustrious citizens. He served in an expedition against Canada in 1759 during the French and Indian War; was elected to the Rhode Island General Assembly, where he served until 1775; rose to the rank of Brigadier General during the Revolutionary War; was the first of two United States Senators from Rhode Island under the Constitution, from 1790 to 1793; and was in the U.S. House of Representatives from 1801 to 1807. The Stantons, an ancient and venerated family in old Westerly, became large landowners. It was reported that Joseph Stanton, Jr., owned a tract in Charlestown four-and-a-half-miles long and two miles wide, owned forty horses and many slaves, and "kept a great diary." However, Stanton reportedly did not continue to do well financially in his later years and sold his homestead property in 1811, ten years before his death. Edward Wilcox, who purchased the house in 1811, inaugurated its public life, first as a country store. About 1820, it became the "Wilcox Tavern" and soon became a regular stagecoach stop. Edward Wilcox served as Lieutenant Governor of Rhode Island from 1817 to 1821. After the stage-coach trade ceased, the tavern reverted to use as a residence, and then was converted into apartments. In the early 1930s, Dr. Fritz Swanson purchased the house and returned it to public use as the "Old Wilcox Tavern,"

a restaurant. During World War II, it was used for U.S. Naval Officer's housing, serving the nearby Charlestown Naval Air Station. In 1955, it was purchased by the present owners and had been a restaurant since. The upper floors of the house are now occupied by the tavern-owner's family.

The Joseph Stanton House, later and presently known as the Wilcox Tavern, is important as a good example of an 18th-century vernacular building; as the home of two illustrious Charlestown families, the Stantons and Wilcoxes; as a place of public gathering; and as a local landmark. It, and the nearby General Stanton Monument, are entered in the National Register (1831- Stanton.)

64. Wilcox Farm: The old Wilcox farmhouse, a 2½-story structure with a large, brick, center chimney and a central entry in a 5-bay facade, is the only known example of a salt-box house type, so-called, in Charlestown. One of Charlestown's early homes belonging to the Stanton and Wilcox families, the building was used for an antique business in the recent past and the interior was heavily altered. The house occupies a prominent site on a slight rise above Post Road. (1855- shown on map; 1870- J. Ross.)
65. Site of Crandall Farm: On a small, overgrown hill at the intersection with Ross Hill Road are the deteriorated ruins of an 18th-century farmhouse and its outbuildings. Although much of the frame of the house is gone, the massive, stone, end chimney stands exposed. The house and barn foundations are good examples of South County stonework. Undisturbed for many years, the site is additionally important for its archeological potential. (1855- J. Taylor.)
66. Boundary Marker (1936): Marking the Charlestown-Westerly town boundary along U.S. Route 1 is a triangular, concrete marker erected by the state. Embedded in the concrete are coats-of-arms and dates of incorporation of the two towns which were set out to commemorate the state's tercentenary.

PROSSER TRAIL

67. House (c. 1978): Along the east side of Prosser Trail is an interesting recent "medieval" style, 2-story dwelling, with varied windows; a saltbox section at the left side enclosing a garage; and a second-floor overhang in the front. The house, in a wooded environment, is one of many that have been built in Charlestown in recent past years and is representative of the more individualistic new homes.

QUONOCHTAUG ROAD

68. Bowen Briggs House (c. 1850): A 2½-story, end-gable, shingle-clad, 3-bay house with a handsome front porch. In front of the house, which occupies a large, grassy lot, is a small yard enclosed with a wood picket fence atop a low, granite block retaining wall. The house was probably built by Bowen Briggs, a farmer. (1855- shown on map; 1870- B. Briggs.)
- **69. The Sheffield House (c. 1700 et seq.): A 1½-story, wood-shingled, gambrel-roofed residence, with a large, stone chimney; a simple entry at the left side of a 3-bay, south-facing facade; and a 1-story wing at the left side. The house was built between 1685 and 1713, probably by Joseph Stanton, the third son of Thomas Stanton, one of the original settlers in this area. Joseph's son, Thomas, had no surviving sons, so the farm was deeded in 1753 to his son-in-law, Nathaniel Sheffield, whose name the house still bears. Since 1845, when the Sheffields sold the house, it has been in the hands of several owners, all of whom have respected its integrity. The Sheffield House is an outstanding example of a Rhode Island farmhouse which has remained relatively unaltered from its construction at the turn of the 17th century. Said to be the oldest home in Charlestown and in an excellent state of preservation, it is a living document of early settlement and vernacular architecture. (1855- Shown on map; 1870- E. Pendleton.)
- **70. The Babcock House, or "Whistling Chimneys": One of the most important early houses in Charlestown, this is a 2½-story, shingle-clad dwelling with a brick, center chimney and an asymmetrical, 5-bay facade with altered fenestration. The two "halves" of the house may not have been built together. Research is lacking on the history of the house, but it is supposed that it was originally built by the Stantons, the first European family to settle in this area. The Stantons eventually owned a large tract of land in this part of Charlestown. The house has changed owners several times, but the interior spaces and finish have remained relatively unaltered, and the house still occupies a large lot, with stone walls which suggest its earlier farming function. The Babcock House is entered in the National Register. (1855- shown on map; 1870- R. Macomber.)

SANCTUARY ROAD

71. Watchaug Pond Summer Colony: Along the road to the Kimball Wildlife Refuge, on the south side of Watchaug Pond, are a varied collection of 1920s and 1930s summer houses and cabins, mostly small, including an early aluminum trailer which is part of a larger, rambling structure. Recent construction (1970s) features more contemporary housing styles, including an "A-frame" house. This small colony typifies many Rhode Island lakeside cottage communities.

72. Kimball Wildlife Refuge: A nature preserve of just under 30 acres between Watchaug Pond to the north and Burlingame State Park to the west, containing nature trails and two interesting structures. The Nature Center is housed in a 1-story, well-built, granite block structure, once used as a garage. The Kimball residence is a 1½-story bungalow. It is an Aladdin house, an early, pre-cut, pre-fabricated dwelling, assembled on the property. The tract now constituting the nature preserve was purchased by Walter Hammond Kimball in 1915. Kimball, who never married, spent much time at his country place here pursuing his interest in birding. In 1924, shortly after his death, the 29 acre sanctuary, with its bungalow and 2-car garage, was bequeathed to the Rhode Island Audubon Society. It was the first sanctuary to be owned by the Society, and for many years was its headquarters. Known today as the Kimball Wildlife Refuge, it is one of several dozen natural areas owned by this conservation organization.

SAND PLAIN ROAD

73. V. Ennis Farm (c. 1850): A farm along the south side of Sand Plain Road, in the north central part of Charlestown, south of Shannock, consisting of a relatively large expanse of open, undulating land crisscrossed by stone walls. Along the road is a 1½-story, house and nearby is a fine, wood-shingled barn. The farmscape is one of the few remaining tracts of open farmland in Charlestown today. (1855- Shown on map; 1870- V. Ennis.)

SAW MILL ROAD

(See Old Mill Road)

SHANNOCK ROAD

74. Green Pasture Farm, or The Cross Farm: Along the west side of Shannock Road, in the northeast part of town, south of Kenyon, is a large farm consisting of about a half dozen outbuildings, including a large, wood-shingled cattle barn, a horse barn, a pig barn, and a corn crib, and many acres of open land bounded by white, rail fences. There are stone walls in the vicinity of the farm complex, which, sited on a hillside, has a good view to the northeast. Green Pasture Farm is one of Charlestown's early interior farms, established in the 18th or 19th century. Now largely devoted to horses, it is one of only about half dozen extant early farms in Charlestown. (1855- J. Cross.)

SHUMUNKANUC HILL ROAD

75. C. Burdick Farm: On the east side of Shumumkanuc Hill Road at the intersection with Burdickville Road, is the C. Burdick Farm. The farm was originally centered on a Federal-era farmhouse, a

$1\frac{1}{2}$ -story structure with a large, stone center chimney. Now vacant, the old farmhouse was radically altered by the construction of a glass-sided greenhouse across the center of the front. Nearby is a recent dwelling and several outbuildings. Although the old farmhouse has lost its exterior integrity, the relatively large tract of farmland, with stone walls and barways with granite posts, constitutes a fine rural landscape. The farm, atop Shumunkanuc Hill, has a commanding view to the northeast. (1855- Shown on map; 1870- C. Burdick.)

76. S. Steadman Farm: Along the east side of Shumunkanuc Hill Road is another relatively open tract of farmland. Although the original farmhouse is gone, replaced by an early 20th-century structure, the land, with fine, dry-laid stone walls, including a stone-lined entry to the house, constitutes a good rural landscape. (1870- S. Steadman.)

SOUTH COUNTY TRAIL

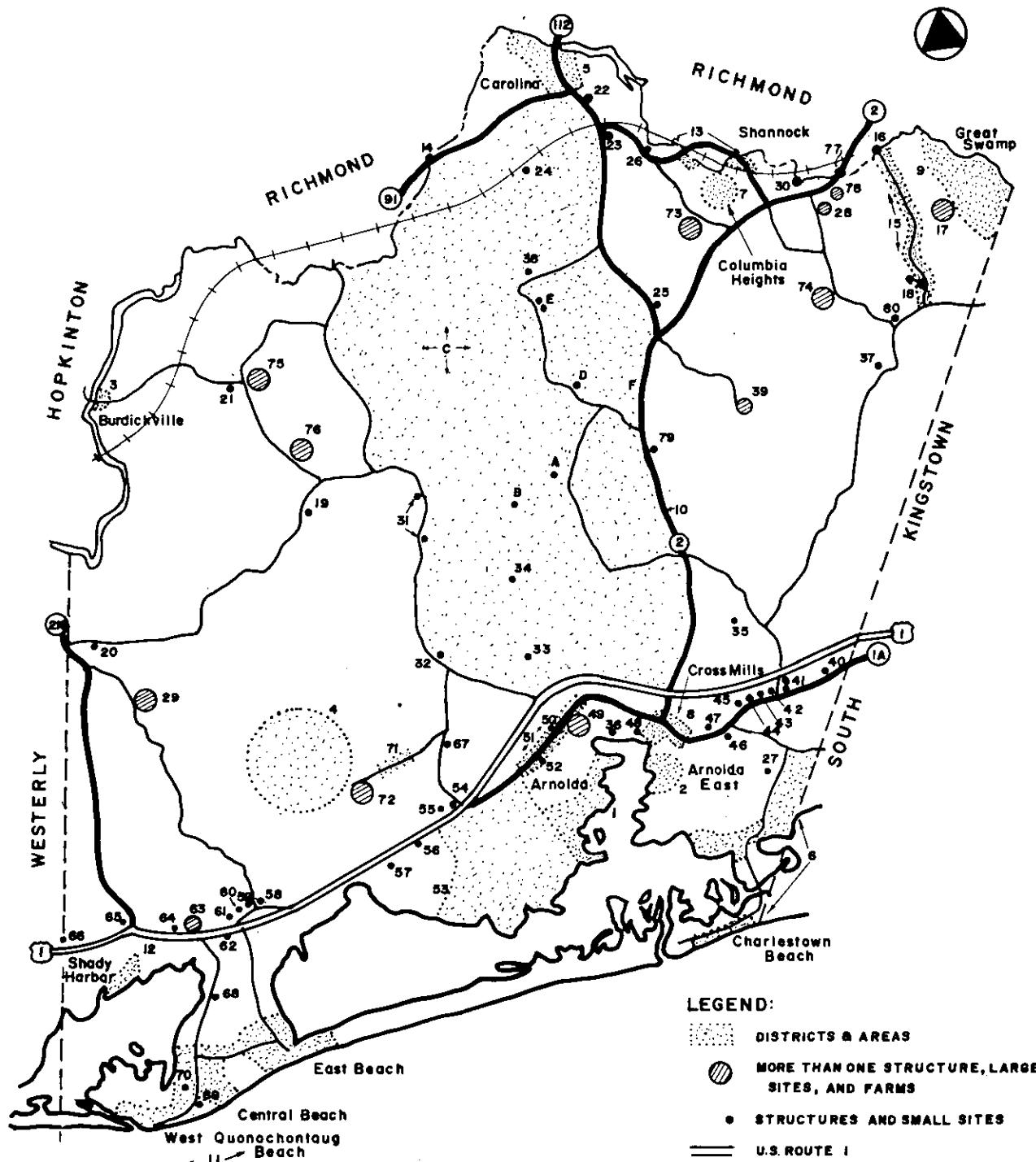
77. Wawaloam Bridge, Number 271 (1931): A single-arch concrete bridge carrying the South County Trail (Route 2) over the Pawcatuck River, in the northeast corner of Charlestown. The bridge, set in a natural landscape, was built in 1931 by the Lutens Bridge Company of Syracuse, New York, on a section of road by-passing nearby Kenyon village. The highway bridge, one of several of this type in town and common to many Rhode Island highways of the 1920s and 1930s, was named for the squaw of Indian sachem Minatonomi, whose name was given to a nearby railroad bridge.
78. Kenyon Mill Houses (c. 1885): Near the South County Trail, a short distance from the Kenyon Mills, is a group of seven, late 19th-century mill houses, arranged in two short rows. Each house is $2\frac{1}{2}$ -stories with two, small, brick, interior chimneys and two separate entrances in the center. Three of the duplex houses, those on the south side of the group, are vacant and deteriorating. These houses, simple structures, were built to house workers in the nearby Kenyon Mills. (1895- J. S. Kenyon.)
79. Charlestown Town Hall (1893): A 1-story structure, set end to road, with a double-door, central entry in the gable end, and a recent, 1-story wing at the right side. Housing Charlestown's town offices, the simple building is set on a slight hill above the road. In front is a World War II monument. (1895- Town House.)

TOWN HOUSE ROAD

(See Old Mill Road)

WORDEN POND ROAD

80. Former District Number Six School (1828 et seq.): At the intersection with Shannock Road is an L-plan, wood-shingled structure. The left (west) side, a 1-story structure, is the former district number 6 schoolhouse. An agreement was made in 1828 to build a schoolhouse here, and land was furnished by Henry Greene. In 1871, the school became the property of the district and was thoroughly repaired. It was discontinued for school use in about 1924. In 1937, a 1½-story addition was built on the east side at a right angle to the old schoolhouse structure, it is now a residence. (1855- School.)



CHARLESTOWN, R.I.

HISTORIC DISTRICTS, STRUCTURES, & SITES
1981

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Scale of Miles

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Front cover artwork by John D. Lutes
Partial financing supplied by Washington Trust Co.