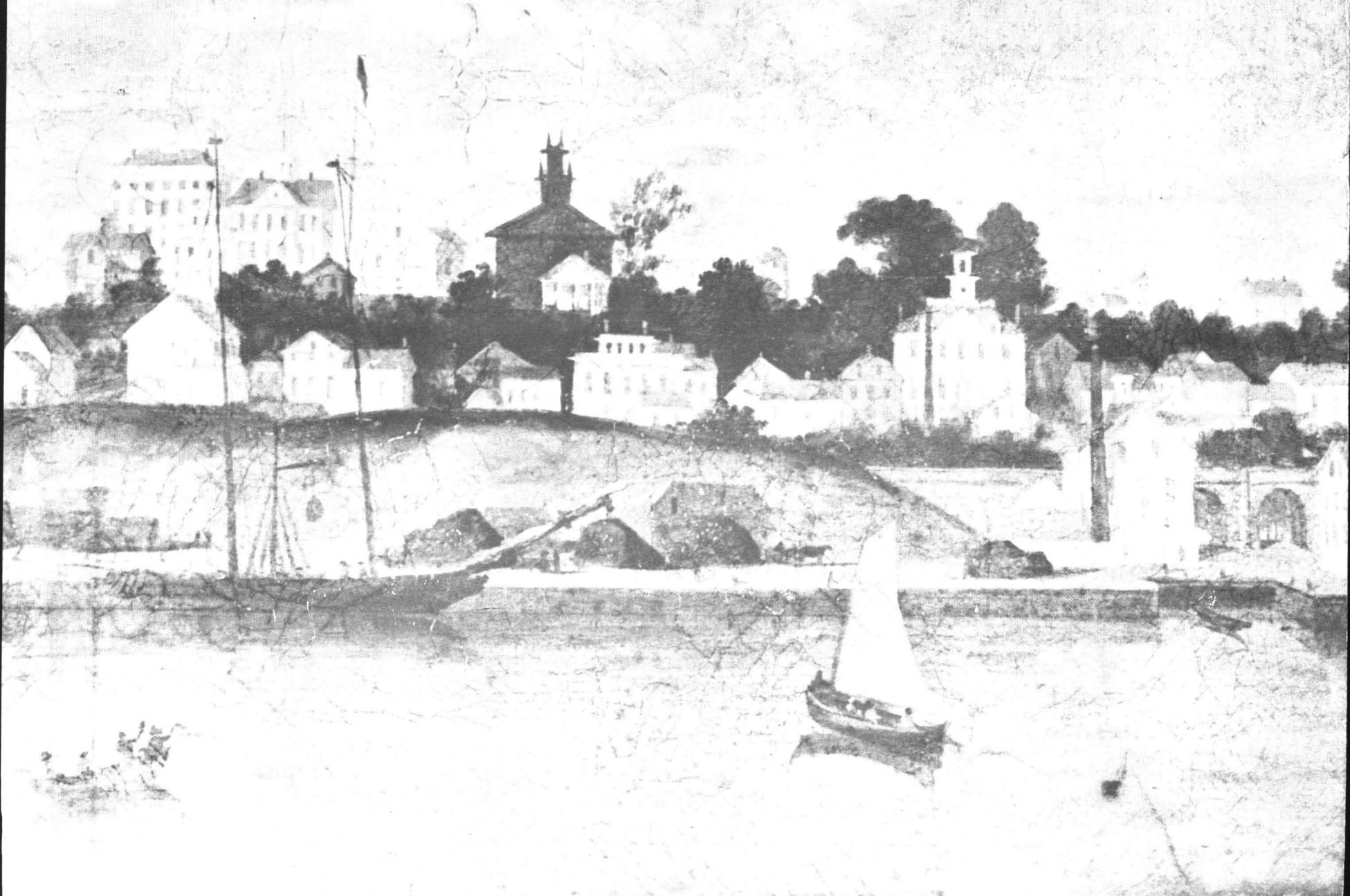


K-EG-1
STATEWIDE PRESERVATION REPORT
RHODE ISLAND HISTORICAL PRESERVATION COMMISSION

EAST GREENWICH, RHODE ISLAND



This report is being published by the Rhode Island Historical Preservation Commission as a part of the program set forth in Rhode Island's *Historic Preservation Plan*, first edition, which was published in 1970 as the first statewide plan for historic preservation. Commission activities are supported by state and local funds and by the Department of the Interior National Park Service, under provisions of the National Historic Preservation Act of 1966. Planning and coordination services are provided by the Rhode Island Statewide Planning Program, assisted by federal grants through the Integrated Grant Administration Program, and by the Rhode Island Department of Community Affairs. The Rhode Island Historical Society serves as contractor for the Commission's program, and has also contributed to the preparation of this report through the assistance of its staff and library.

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Since the original publication:

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

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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.

East Greenwich, Rhode Island Statewide Preservation Report K-EG-1



Rhode Island Historical Preservation Commission
August 1974



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

HISTORICAL PRESERVATION COMMISSION
John Brown House
52 Power Street
Providence, R.I. 02906
(401) 277-2678

August 7, 1974

The Honorable Philip Noel, Governor
State of Rhode Island and Providence Plantations
State House
Providence, Rhode Island

Dear Governor Noel:

It is with pleasure that I transmit herewith the third publication in the planned Statewide Preservation Report series.

The following pages contain a brief outline of our purpose and procedures. Specifically, this report, East Greenwich, Rhode Island -- Statewide Preservation Report K-EG-1, is an analysis of the historical and architectural development of this town with consideration of current developments and problems. The recommended preservation program will contribute the needed positive historic planning factor for future development of this historic area.

Although the Commission has made a positive start, it has only begun the task of recording and conserving the rich historical resources of Rhode Island. Ultimately, reports will be published on all thirty-nine cities and towns in the state. We hope that our work, represented in this booklet, will forward the cause of historic preservation in Rhode Island.

Very sincerely,

Antoinette F. Downing
Mrs. George E. Downing
Chairman

AD:fp

PREFACE

The Rhode Island Historical Preservation Commission was established in 1968 by an act of the General Assembly to develop a state preservation program under the aegis of the National Park Service Office of Archaeology and Historic Preservation, United States Department of the Interior, Washington, D.C. Members of the Commission are appointed by the Governor. In addition, one representative each from the House and Senate Finance Committees of the Rhode Island General Assembly, the Executive Director of the Rhode Island Development Council, and the Director of the Department of Natural Resources serve as ex-officio members. The Director of the Department of Community Affairs has been appointed by the Governor as State Historic Preservation Officer for Rhode Island.

The Historical Preservation Commission is charged with the responsibility of: conducting a statewide survey of historic sites and places and from the survey recommending places of local, state, or national significance for inclusion on the National Register of Historic Places; administering federal grants-in-aid to registered properties for acquisition or development; and developing a state historic preservation plan. Additional duties include: presenting markers for important structures, acquiring and administering important structures and sites, compiling and maintaining a State Register of Historic Places, and assisting state and municipal agencies in the area of historic preservation by undertaking special project review studies, and regulating archaeological exploration on state lands and under waters of state jurisdiction.

The Rhode Island Statewide Historical Survey was inaugurated in June 1969. It is designed to locate, identify, map, and report on buildings, sites, areas, and objects of historic and architectural value. In line with the current movement among preservationists, planners, and architectural and social historians, not only the outstanding structures and historic sites, but the total environment is considered. Thus, particular study is given to areas which, through a variety of architectural styles or long established landscaping, or by exemplifying broad cultural, political, economic, or social development patterns, achieve a varied yet unified neighborhood. Buildings of all periods and construction types which constitute the fabric of any neighborhood are evaluated together with consideration of siting, scale, planting, and geographical features.

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Fig. 1: Tibbitts Farm, Frenchtown Road

I. INTRODUCTION

This survey and report of the Town of East Greenwich, State of Rhode Island, was undertaken by the Rhode Island Historical Preservation Commission at the request of the East Greenwich Town Council and the East Greenwich Lion's Club. It was made possible by grants from these two groups, the East Greenwich Preservation Society, the Greenwich Bay Junior Women's Club, the East Greenwich Rotary Club, and Angelo J. Lazarides. Additional funds were provided from the National Park Service of the United States Department of the Interior, whose survey funds are administered through the Historical Preservation Commission, and from state appropriations to the Commission and the Statewide Planning Program.

Work on an initial survey area in East Greenwich, bounded by the Greenwich Cove, Division Street, London and Somerset Streets, and Pearl and Brayton Streets, was conducted in 1971. A second phase of the East Greenwich survey has recently been completed, and was itself divided into two segments: the first extended the initial study area to First Avenue, Rocky Hollow Road, and Kenyon Avenue; the second encompassed the outlying rural and suburban areas.

To accomplish the goals of the East Greenwich survey program, several stages were necessary: field survey and historical research, preparation of maps, and preparation of a final report for the survey area. A standard survey form, the "Historical Building Data Sheet," has been prepared by the Rhode Island Historical Preservation Commission for use throughout the state. This data sheet serves to give a brief description and evaluation of the property surveyed, including architectural and historical information and a photograph of the building, site, area, or object surveyed. An effort has been made to obtain the history of the structure by use of local maps, state atlases, and published and unpublished sources; deed research was not undertaken by the Commission staff, but has been incorporated into the East Greenwich study as it became available from volunteer services. Data from the survey forms has been transferred finally to maps, so that information pertaining to historic preservation in the town is readily available for all planning purposes. Within the Town of East Greenwich a total of approximately 700 properties or structures has been so recorded. A detailed explanation of methodology, together with a copy of one data sheet and a sample detail from a survey map, follows as Appendix C.

The final report of the historical survey of East Greenwich is based on the field survey, research material, and survey maps, and is meant to provide a preliminary preservation plan for that town. It attempts to present a concise yet comprehensive history of East Greenwich, followed by a set of recommendations, and, in the Appendices, references to pertinent preservation agencies, the survey procedure and grant-in-aid program of the Commission and a complete inventory of structures in East Greenwich deemed worthy of inclusion on the State Inventory. Emphasis is placed on the whole spectrum of the town's past as revealed in its present morphology — its topography, settlement pattern, street grid, buildings, landmarks, etc. This report then deals with historic preservation, the preservation of those manifestations of our past which should be retained as a living, active part of the town's present and future life. Its objectives are threefold: it serves as a planning tool, guiding future development into patterns which will best make use of the past; it is an academic and educational resource, useful in the study of state and local history; and it can be a catalyst in reawakening civic pride, making residents aware of the historical and architectural environment in which they live, and encouraging them to take a positive interest in the future of their community. Through a program designed to safeguard and enhance this legacy, a new appreciation of East Greenwich's heritage can grow. To that end, this report, and the entire survey effort, has been dedicated.

* * *

The Commission would like to thank the following individuals who have contributed their time and advice to the East Greenwich survey: Mr. Vernon Allen, Mrs. Helen Anderson, Mr. William Corr, Mr. Calvin Croucher, Mr. Robert Curran, Mr. William Foster, Miss Marion Fry, Mr. Robert Gainor, Mr. Robert A. Greene, Mr. and Mrs. Ellsworth S. Harding, Mrs. Violet Kettelle, Mr. Paul Ladd, Miss Martha R. McPartland, Mr. Robert Merriam, Mrs. Marion Moore, Mrs. Joyce O'Dell, Mrs. William Palmer, Mrs. Mary Rice, Mrs. D'Anne Sullivan, the late Mrs. Gifford Tibbits, Volunteers in Action, Mrs. Marilyn Warren, and Mr. Wilbur Yoder.

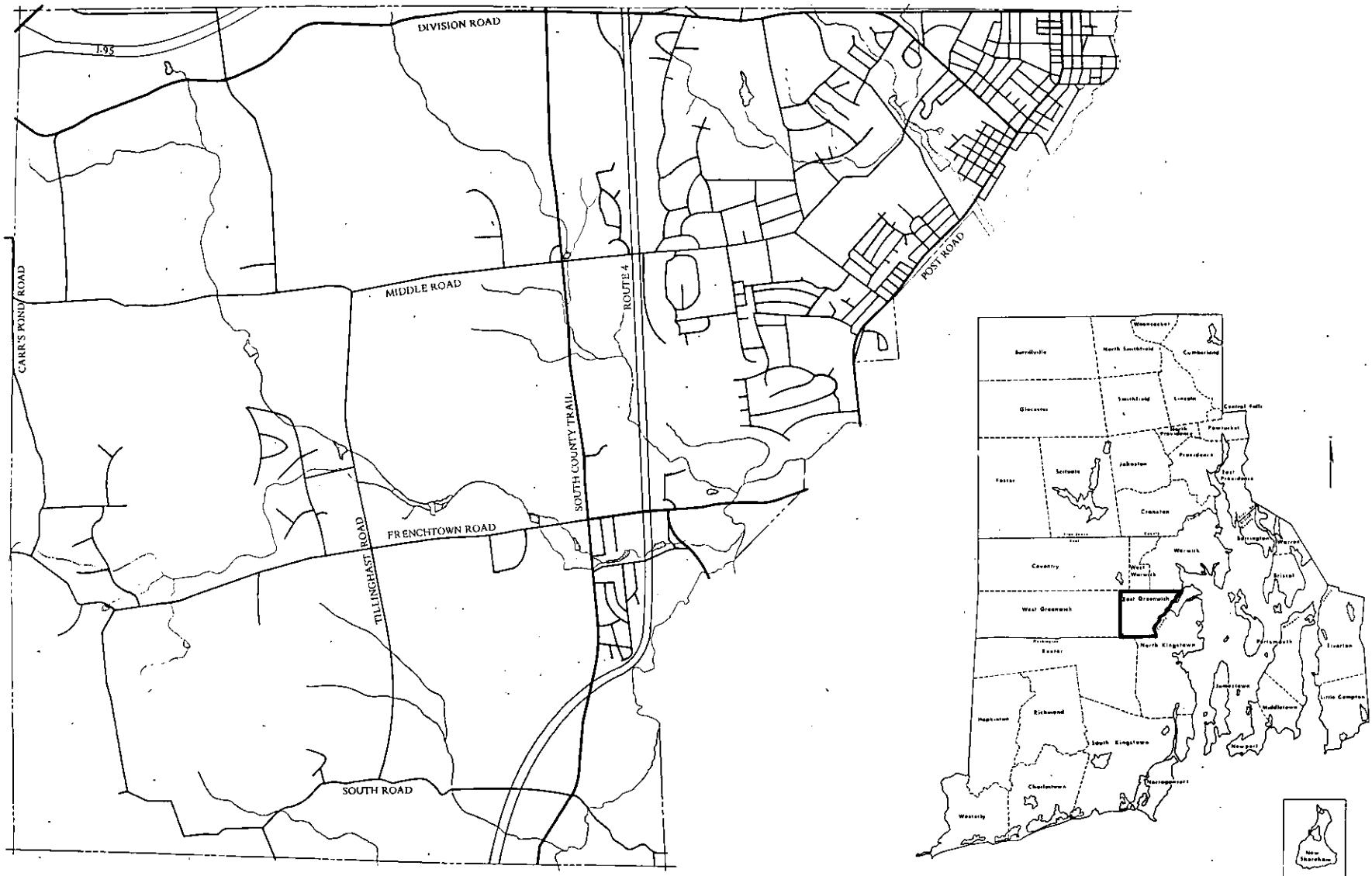


Fig. 2: Map of East Greenwich today

II. PHYSICAL SETTING

East Greenwich is bounded east and west by major natural conservation areas in the state — Narragansett Bay and the largely undeveloped rural area of western Rhode Island. The town itself is situated midway between Providence and the South County, respectively the state's principal business and recreational areas. U.S. Route 1 and state Routes 2 and 4 all pass through East Greenwich and Interstate 95 cuts across its northwestern corner.

Greenwich Cove, an inlet of Narragansett Bay and a particularly fine natural harbor, forms the northeastern border of the town. From the Cove, the terrain of the densely settled in-town area rises westerly in three hills. The first hill, in the Castle Street area just above the waterfront, has been known as Ropewalk Hill since the eighteenth century. The railroad, put through in 1837, and a valley along Duke Street, separate this section from the second hill which rises to Main Street. Originally an Indian trail, Main Street became part of the Boston-New York post road in the eighteenth century; it is the modern commercial spine of East Greenwich and recent development has concentrated particularly along its southern approach. A third hill rises steeply from Main Street to Peirce Street where, overlooking the Cove and Bay beyond, are located the town's most imposing old residences. Peirce Street, moreover, is the civic center of the town, for here are the town house, library, Armory of the Kentish Guards, and two churches. Two other institutions, the Kent Academy (later the East Greenwich Academy) and the Friends Meeting House, stood here for a century and a half before being demolished in the 1950's.

West of this civic-residential area begins the East Greenwich countryside. Division Street and Middle Road run from the port into the once primarily agricultural hinterland of the Frenchtown plateau. Though now an area of considerable suburban development, forest and pasturelands as well as active farms may still be found here, as may two important wetland areas, Pott's Bog and Bear Swamp. Several large industrial sites, at present quite well scaled and contained, have located along Route 2, an area recently zoned industrial.

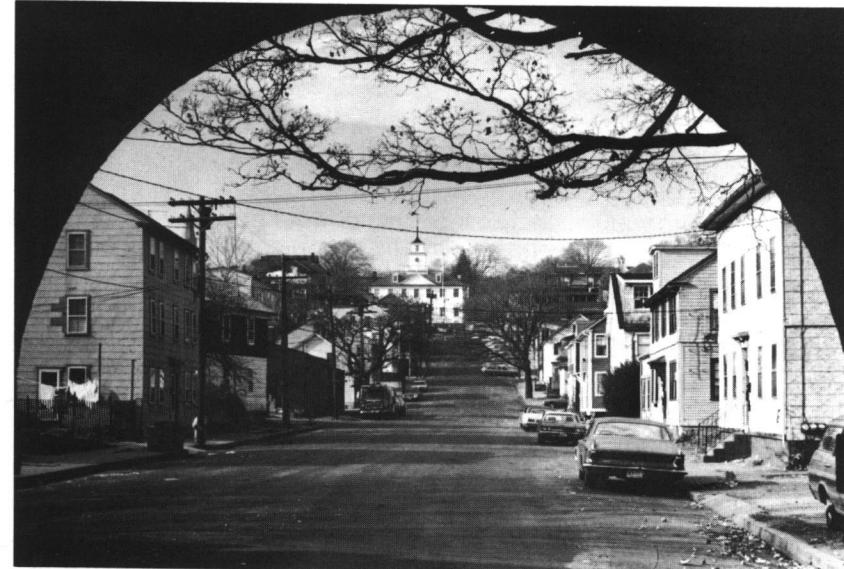


Fig. 3: View up King Street



Fig. 4: View along Main Street

III. HISTORICAL AND ARCHITECTURAL ANALYSIS

Settlement (before 1700)

Prior to the 1670's, few Europeans had settled in what was then known as the Narragansett Country, of which the present East Greenwich formed the northern extreme. The Narragansett Indians, the most powerful of the Algonquins, occupied most of what became western and southern Rhode Island. The Pequot Trail, used by the Indians, passed north and south through this territory, later forming the basis for the post road (now Main Street in East Greenwich). The Cowesetts, a subtribe of the Narragansetts, reputedly occupied a village on this trail where it crossed the Maskerchugg River, near where the Bleachery Pond is today in East Greenwich. Immediately opposite, across the modern border with Warwick into Potowomut, is the Elizabeth's Spring, a watering spot so named by Roger Williams for the wife of Connecticut Governor Winthrop. Typically, these Indians lived in wigwams; they hunted and fished and, to a certain degree, cultivated the land. In 1644, after Samuel Gorton (two years previously the founder of Warwick, the fourth town incorporated in the state) brought about a cessation of the Narragansett lands and people to the English King, that portion of present day Rhode Island south of Warwick to the Connecticut border was included under the authority of Rhode Island in the Charter of 1644. A few trading houses had been established in 1641 adjacent to the Narragansetts' capitol at Devil's Foot Rock (two miles north of today's Wickford) along the Pequot Trail, but no permanent European settlement of this region took place until nearly twenty years later.

The actual settlement of East Greenwich resulted directly from the King Philip's War of 1675-77. No house in the entire Narragansett Country had survived this struggle, and indeed only one in Warwick and three in Providence were saved. The only structure left standing in the vicinity of East Greenwich was a gristmill known as the Essex Mill in Potowomut (perhaps where the ruins are now on Potowomut Pond), for this had been captured and utilized by the Indians. By the end of 1676, with the defeat of the Indians, the settlers had begun to return to their abandoned lands. At this point they were met with a Connecticut proclamation asserting authority over the region by right of recent conquest. The Rhode Island General Assembly then, in an attempt to reestablish its control over the territory, founded the Town of East Greenwich in 1677. For their services rendered during the war, 48 men, mostly from Newport, Portsmouth,

Jamestown, and Prudence Island, were granted, according to the town's charter, "5000 acres which shall be divided as followeth: Five hundred acres to be laid in some place near the sea, as commodious as may be for a towne, which said five hundred acres, which shall be divided into fifty house lots, and the remaining of said five thousand acres being four thousand five hundred acres, shall be divided into fifty equal shares, or great divisions . . .". The public interests were further served by an enactment "that the freemen of the said towne shall make and lay out convenient highways from the Bay up into the country, throughout the whole township, as shall be convenient for the settlement of the country above and about the said township." Of these men, about two-thirds would actually settle in East Greenwich. In 1686 when this territory became part of a New England Colony, the town's name was changed to Dedford; however, the original name was reinstated in 1689.

At the founding of East Greenwich, Rhode Island was an essentially agricultural colony, though prosperous, with settlement confined to the coastal plains and gently rolling hills which contained the colony's best farm lands. These areas were not only the most fertile, but were also accessible to the seaweed and fish used for fertilizer and the water transportation provided by the sea. In addition, the high water table of these lands provided the farmer a certain degree of protection from drought. East Greenwich was such an area, and the earliest buildings of the newly formed town were located in what are now the Shippeetown, Fry's Corner, and Middle Road sections — pioneer farm homesteads. The house lots set aside by the charter were not to be developed extensively as yet (two "stone enders" did survive until the nineteenth century on King Street, however).

The Clement Weaver House (see Fig. 5) on Howland Road, built in 1679 just two years after the founding of the town, is the earliest example of the simple cottages of the earliest settlers. Originally a one-room, story-and-a-half, stone end chimney type dwelling reminiscent of the medieval country houses of their English homeland, its later alterations and additions, all typical of Rhode Island, have been traced by Norman Isham. First a lean-to was built against the chimney end; this addition was in turn enlarged to make a full 1½-story room and thus the house was transformed into one of a central entrance and chimney. Later yet, a lean-to addition was built along the rear, creating a "saltbox" form, and finally a one-story ell was added to the south end. (Restored in the 1930's by Isham and Cull, this house is described in detail in Antoinette

Downing's *Early Homes of Rhode Island*.) The house now commonly known as the Governor Greene Homestead on Division Street, though considerably enlarged and altered through the next century, also dates back to this first settlement. The earliest section, built in 1680 by Samuel Gorton, Jr., son of the founder of Warwick, contains an important example of a seventeenth century staircase. (The Governor Greene Homestead will be treated in more detail later in this report.)

In 1686, a band of French Protestants, escaping religious persecution in their homeland following Louis XIV's repeal of the Edict of Nantes, acquired a large tract of land centering around a brook west of South County Trail and north of South Road (now the site of a naval reservation) and in general bounded by South County Trail, Frenchtown Road, and the present borders with North Kingstown and West Greenwich. Forty-five families came and some two dozen dwellings were erected — dug-out shelters fifteen feet square, with a corner chimney and a thatched roof. A church and a mill for grinding grain were built and the lands were cultivated. Orchards, vineyards, and mulberry preserves, the last for the production of silk (said by some to be the first silk manufacturing in the country), were planted around the brook with seeds brought from Europe. About 500 families were to follow, if events proved favorable. Unfortunately, as victims of illegal land speculation by the Atherton Company claiming the land to be part of Massachusetts, these Huguenots were regarded as squatters by the other settlers. This, coupled with the fact that war had broken out between England and France, resulted in considerable harassment directed towards them, and all but a few had left by 1691, most moving to New York City. Despite this exodus and the eventual complete cultural integration of those who remained, the southwestern portion of East Greenwich has ever since been known as Frenchtown.

Transitional Period (1700-1765)

The first quarter of the eighteenth century saw the population of Rhode Island triple. The first official census of the state, published in 1708, put the population of Rhode Island at 7,200, three-quarters of whom were still engaged in farming and fishing. However, by the turn of the century, Newport had established a flourishing foreign trade, and the rapid expansion of its maritime trade, together with the expansion of settlement into the state's more accessible interior regions, brought about



Fig. 5: Clement Weaver House (1679), 125 Howland Road

this quarter century of rapid growth. Indeed, while the population of East Greenwich in 1708 was only 240 persons, by 1730 it would reach 1,223, many now on the "city lots." This period also saw the elevation of the Baptist and Quaker sects in Rhode Island and both these groups became established in East Greenwich, the former largely in town and the latter in the countryside.

What is now the downtown area to the east of Main Street, north of London Street and south of Division Street, was first surveyed in 1700 and fifty 1/4-acre lots were set up, to be chosen by chance. There were also by now two shipyards, though trade was a limited coastal affair, one on the Cove at the north side of Queen Street and the other at the foot of London Street. East Greenwich's population remained too small to encourage imports, but the maritime trade of Newport had created a demand for lumber products, and even farm produce, and these two items entered into commercial enterprise. Eleven years later the first zoning regulations were established, and the common pasture lands were set aside to the south of First Avenue. In 1726 the town prescribed a lot for religious purposes, and by 1728 the first Baptist Church was founded in East

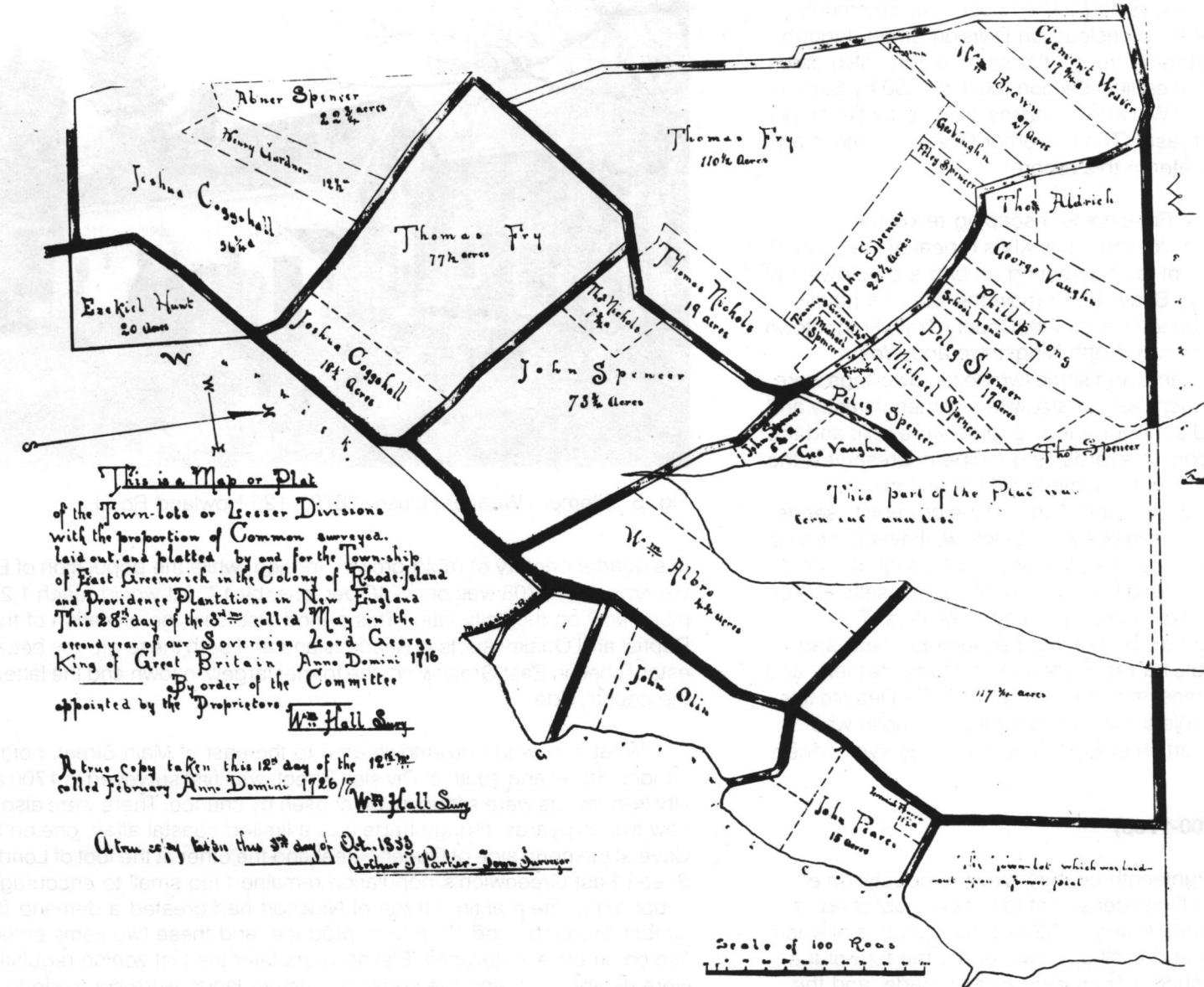


Fig. 6: 1716 plat map, section

Greenwich, on Meeting House Hill where Wine Street is today; the old Baptist Burial Ground, laid out in 1729, is still located here. In 1729, the town was made part of Providence County, but the downtown area did not see extensive development until the rise of Providence as a maritime center, just prior to the Revolutionary War. Only one building remains in town from this period, the Miller-Congdon House (see Fig. 7), reputedly built in 1711 at 20 Division Street, a 1½-story gambrel house similar to those in the countryside. However, the lot lines of today's parcels still largely follow those established in 1700.

At the beginning of the eighteenth century, most settlement in East Greenwich was still limited to the outlying areas (see Fig. 6), concentrating along Middle, Frenchtown, and Shippeetown Roads. In 1706, the General Assembly had extended the boundaries of East Greenwich west to the Connecticut line. Adjacent to the old Quaker Burial Ground near Payne's Pond at the Crossways stood the first Friends Meeting House on the Rhode Island mainland, constructed in 1700, the society from which General Nathanael Greene would later be "read out of meeting" for his military activities. Though this building has long since disappeared, the countryside today remains rich in architecture from this transitional period, during which the medieval character of earlier building was supplanted by more contemporary English concepts. The house remained essentially a box, but the typical plan was a continuation of the central chimney plan with the rear lean-to incorporated into the main block, and roofs were steeply pitched; occasionally classical details appeared. A common New England type of the period is the so-called Cape Cod house, a story-and-a-half structure with central chimney and entrance, covered by a steep gable roof. It is well represented in East Greenwich, perhaps best by the Tibbitts farmhouse on Frenchtown Road (see Fig. 1), constructed sometime between 1692 and 1708. This farm complex remains as an excellent example of the early East Greenwich lifestyle. There are in addition several 2½-story central chimney farmhouses dating from the first quarter century, notably the Joshua Coggeshall House (c. 1690) on South Pierce Road with its fine stone pilastered chimney; the Richard Briggs Farmhouse (1725) on South Road (see Fig. 8); and the Daniel Briggs-Philip Tillinghast Farmhouse on Tillinghast Road (1725) with its gable overhang. The gambrel roofed house, a variation of the Cape Cod type which allowed more room in the second story loft, also appears in East Greenwich during this transitional period, exemplified by the Bowen Spencer House (1728) on Middle



Fig. 7: Miller-Congdon House (1711), 20 Division Street



Fig. 8: Richard Briggs Farm (1725), 830 South Road



Fig. 9: Gardiner House (c. 1710), Frenchtown Road

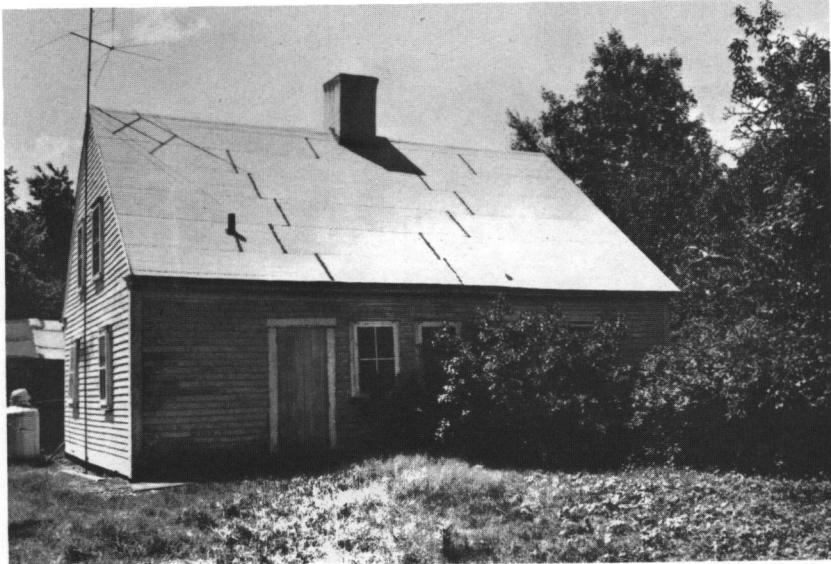


Fig. 10: Wightman House (1740), Shippee Road

Road, and the Gardiner House (c. 1710) off Frenchtown Road (see fig. 9).

Rhode Island's rate of growth slackened over the second quarter century and showed steady growth only in Kent and Washington Counties. Given over largely to farming, fishing, and the manufacturing of forest products, these two counties nearly doubled in population. In East Greenwich, whose population had also doubled, growth manifested itself primarily in the hill country toward Connecticut, and in 1741 this part of East Greenwich was set off as a separate town known as West Greenwich, itself with a population equal to that of East Greenwich. (In the same decade, five other western Rhode Island towns were similarly established in these two counties.) William Greene, whose home remains on Division Street, became Governor of the state in 1741, and it was during his incumbency, in 1750, that Kent County was separated from Providence County, with East Greenwich made the county seat despite Warwick opposition. A courthouse, the town's first public building, was built on the site of the present structure; the jail still stands at the corner of Queen and Marlborough Streets (two of the original cells may be seen in the basement). As early as 1737 the Post Road, also known as the Lower Road or King's Highway, from Boston to New York, had been laid out over the old Pequot Trail, the pioneer post route; prior to 1764 it was the only road connecting these two cities by way of Providence. Mile posts were set up by Benjamin Franklin who, as the commissioned Postal Chief, surveyed its entire length in 1753.

Dwellings of the second quarter of the century generally followed schemes established in the preceding twenty five years. The Edward May House (1735) at 93 Moosehorn Road, the Wightman House (1740) on Shippee Road at Wightman's Corner (see Fig. 10), and the Cory-Johnson-Place House (1746) on Frenchtown Road at Place's Corner, are all of the 1½-story Cape Cod type. Two-and-a-half story gable roofed houses were also common, with examples in the David Vaughn House, built in 1752 at 1896 Middle Road, and the Samuel Greene House, built in 1759 at 835 Frenchtown Road. The Brown Bread Place (1760) on Middle Road (see Fig. 11) and the Francis Barker House (1753), moved from Main Street to 5 Church Street, are both later examples of the gambrel type. The Tarbox House at 2381 Middle Road, built in about 1750 as a 1½-story house, was raised to 2½-stories a century later.

By mid century, Rhode Island had entered a critical period of development. The Colony's agricultural settlement was reaching its

natural limits and Rhode Island's overall population growth was nearly at a standstill. Only Providence and the northern hill country continued to develop; the older coastal towns such as East Greenwich, and the western hill country grew very slowly, and in fact the population of East Greenwich had declined by 1770. Finally, in 1755, a severe depression hit the state's domestic economy, and in East Greenwich, there was no new construction for a decade.

Revolutionary War Era (1765-1780)

By 1765 East Greenwich's excellent harbor, coupled with its inability to support a larger agricultural population, had begun to draw the colonists to mercantile rather than to agricultural pursuits. The town had already become bound to Providence by business and social relationships. By the eve of the Revolution the countryside was fully developed and further growth became dependent upon the commercial and manufacturing segments of the economy. In 1770 the port of East Greenwich was laid out, and it is essentially the same today. In the succeeding four years, population increased by one-third, the first substantial increase since 1730, and maritime affairs flourished. To the farmer, producing partly for trade, was added the village artisan, producing for both local and external markets. By the Revolution, East Greenwich had a large coasting trade, mostly of fish products, but also some slaving and other foreign trade.

As part of this harbor development, Division Street was rebuilt as a major highway into the countryside to enable farmers to bring their produce to port more conveniently. Running east to west, from the waterfront to the courthouse on Main Street, King Street was the most important street in town. The only easy access to the waterfront, it was sandwiched between Rope Walk Hill on the south and Meeting House Hill on the north where the Baptist Church (destroyed in the Great Gale of 1815) then stood. There was a pond on Duke Street between King and Queen Streets — Rope Walk Hill had once been an island with Duke Street under water — and the triangular lot here was set aside as the Exchange, the common market place, though it has since served a variety of purposes. Rope Walk Hill served as a burial ground and site of the common gardens.

At 19 King Street, Jonathan Salisbury, Captain of a Grand Banks fishing vessel, built his house in about 1785 (see Fig. 12); a 2½-story



Fig. 11: Brown Bread Place (1760), 1300 Middle Road



Fig. 12: Captain Jonathan Salisbury House (c. 1785), 19 King Street



Fig. 13: Colonel Micah Whitmarsh House (1767), 294 Main Street



Fig. 14: Crossways Farm (pre-1743/1772), 12 Middle Road

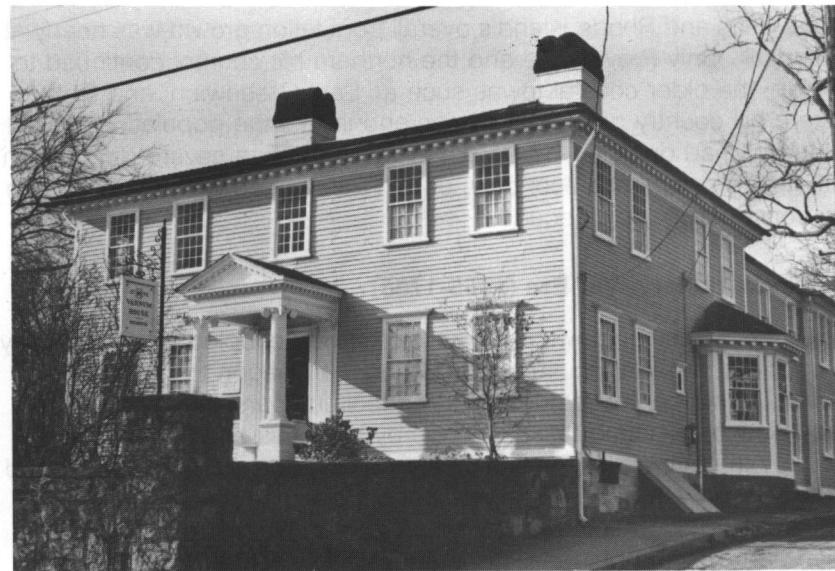


Fig. 15: General Varnum House (1773), 57 Peirce Street



Fig. 16: Dr. Eldredge House (1773), 28 Division Street

house with a central pedimented doorway, it is the most impressive on the street. Several wealthy individuals built more elaborate mansions on the hill along Peirce Street, overlooking Narragansett Bay. It is here that the Dr. Eldredge House (see Fig. 16) stands, one of the most important 18th century houses in East Greenwich. Built before 1773 by John Reynolds, the house is square, with a gable-on-hip roof, modillioned cornice, heavy molded window caps, and a central pedimented doorway. Colonel Micah Whitmarsh lived in the first brick house in town, built in 1767 at 294 Main Street (see Fig. 13). A 2½-story, gambrel roof structure with end chimneys, it belonged to a type common some thirty years earlier. Also in this period, Dr. Peter Turner built his home on Court House Lane in 1774 and Abraham Greene at 58 Main Street in 1770, the latter with a gambrel roof. Perhaps the finest house from this era, however, is the General Varnum House (1773) on Peirce Street (see Fig. 15), a 2-story house with a pedimented portico on Ionic columns and gable-on-hip roof. The house is an exceptionally handsome example of a type of elegant, large-scale dwelling built in Rhode Island just prior to the Revolution. Like the Eldredge House, it is of refined but not elaborate design. Also on Peirce Street, a Congregational Church was constructed where the present Episcopal Church stands. Farmhouses from this period had also begun to reflect the more classical style, with symmetrical 5-bay facades and pedimented doorways. Good examples are the Spencer-King House (1784) on Kenyon Avenue and the Crossways Farm (1772) nearby at 12 Middle Road (see Fig. 14).

The activities of the Revolution centered around the courthouse. A number of Revolutionary War figures came from East Greenwich, and as we have seen, their houses were among the finest in town. General Varnum served as Brigadier General of the Continental Army, forming a Black regiment from East Greenwich, and is perhaps best known for his activity at Valley Forge where his headquarters still remains. Micah Whitmarsh was a colonel and charter member of the Kentish Guards, and Dr. Peter Turner was a surgeon attached to General Nathanael Greene's Regiment. General Nathanael Greene, second in command only to Washington himself, was from nearby Potowomut. Perhaps the most significant building in town with Revolutionary War associations is the much earlier Governor William Greene Homestead, where the Governor of Rhode Island lived during the war. Here William Greene held his council and this house became in effect the State Capitol. Such Revolutionary War generals as Lafayette, Rochambeau, Sullivan, and

Greene all met here. In 1774 the Kentish Guards were formed and they were to fight the British on several occasions on Prudence Island, North Kingstown, and Warwick Neck. The fort they constructed immediately north of the border into Warwick, which they named Fort Daniel, was intended to guard the entrance to Greenwich Cove, and stood on the bluff opposite Long Point. An earthworks fort with nine cannon, it was never called upon to defend the town. In fact, the only real burden on East Greenwich became the sheltering of refugees from Newport, and the manufacture of war supplies.

Early Republican Era (1780-1810)

Rhode Island recovered quickly from the Revolution and the decade from 1780-90 saw the first growth since the 1750's, especially in Providence. East Greenwich mirrored this development, and while its population in 1782 was 1,609 (less than it had been in 1755), by 1790 its population was 1,824 and it was the fifth most densely settled town in the state — after Providence, Newport, Bristol, and Warren. In East Greenwich, the limits of agricultural expansion were nearly met, as were the most accessible forest resources, and the town was relying more and more on maritime endeavors as its economic base. As such, it was reflecting the trend elsewhere in Rhode Island.

The village and harbor area developed rapidly as the town became an established shipbuilding and rope making center, as well as a fishing port. By 1790, East Greenwich had become, in tonnage, the fifth largest shipbuilding town in Rhode Island. In the mid-1790's there were two shipyards in town, one at the foot of King Street, the other where the sewage treatment plant is now at the foot of London Street. The rope walk, the only building on Rope Walk Hill, could be seen from the rest of the village (the hill has since been lowered). The waterfront and the rope walk area had become the focal point of town. With the principal access to East Greenwich by water, coastal trade was maintained by a line of packets — sloops and schooners — carrying passengers and freight. Prior to 1790, that part of King Street where the jail is located had been an open dock, but to retard the filling in of the Cove with sediment washed down the street, the town ordered a wharf 100 feet long and 40 feet wide built there. Immediately to the north was a distillery, and in 1790 a United States Customs House was located at 32 Division Street.

By 1790 manufacturing pursuits were becoming established. At

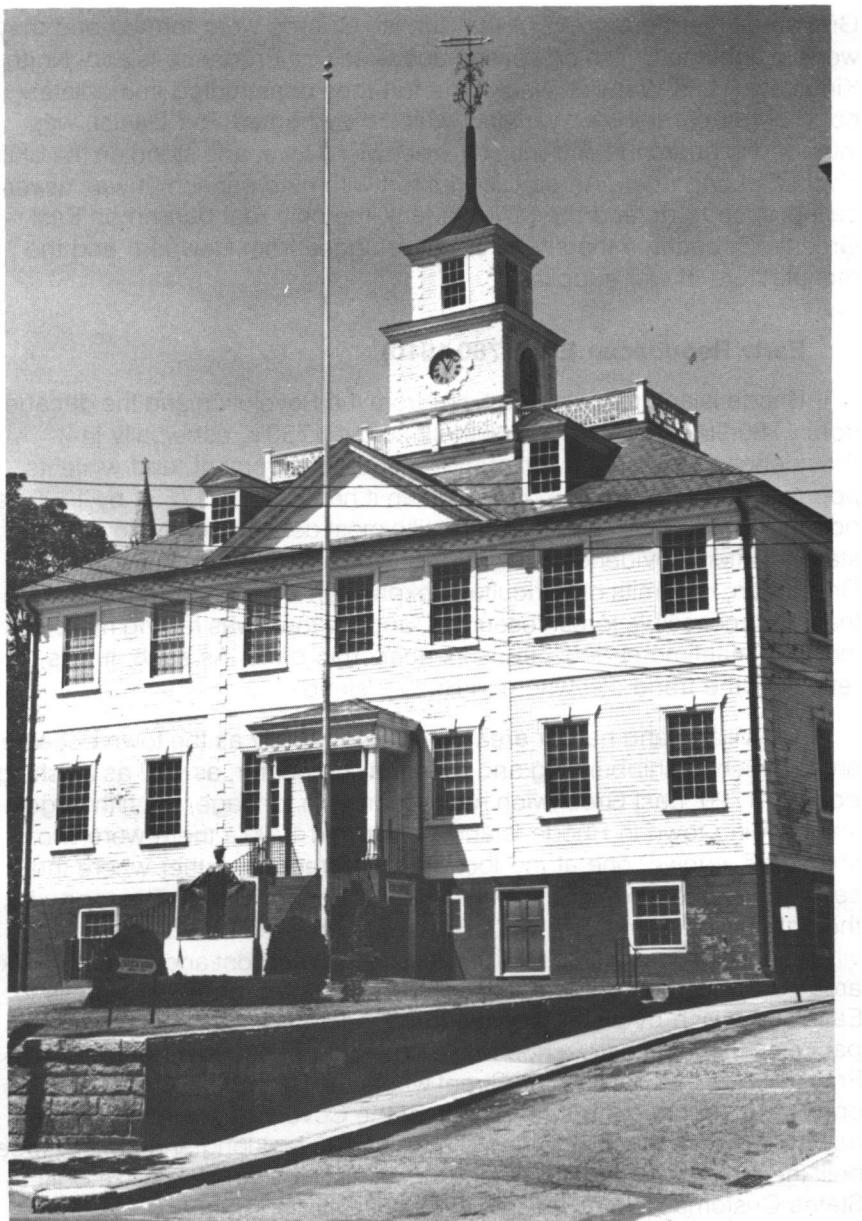


Fig. 17: Kent County Court House (1804), 127 Main Street

about this time, Herman Van Dusen, a German immigrant, began calico printing in East Greenwich. He cut his own blocks and printed on locally woven linen. This was one of the first print works in the country, but the business proved unprofitable owing to the abundance and cheapness of English and Indian cotton goods. (The print works, known as the Dawson Mill, was located in the north end of the village but was destroyed in the early nineteenth century. However, some of the blocks and samples of the goods printed are in the possession of the Rhode Island Historical Society.) Another similarly-fated venture was the Mathewson and Mowry Mill, of about the same date (c. 1790), and engaged in the manufacture of woolen cards. This structure was located opposite the Updike House on Main Street.

The present courthouse (see Fig. 17) was built in 1804, replacing the structure built a half century earlier and which was by now too small. At the courtyard were located the pillory and whipping post, and the town pump; to the rear of the courthouse, running to Peirce Street were terraced gardens. A new jail (1795) was located on the ground created by the construction of the King Street Wharf. Merchants and sea captains built their houses along King Street, or in the adjoining area along Main, Wine, Marlborough, and Queen Streets. Today a concentration of over two dozen important Colonial and early Republican structures remains, many of the houses in excellent states of preservation if not in the best repair. King Street itself is almost a solid row of early buildings, from the jail at its foot, past the Exchange, to the important Kent County Courthouse, "at the head of the gutter." Wealthier individuals had built mansions on the Peirce Street hill. Two of the most important buildings of this early republican period were unfortunately demolished in the 1950's — the Kent Academy (1802) and the Friends Meeting House (1804), located nearly adjacent to each other on Peirce Street. This loss represents the single major gap in the historic downtown area. The mansion of Silas Casey (1808), originally at the corner of Division and Main Streets, has since been moved to nearby Spencer Avenue in Warwick.

The development of the port had also brought prosperity to the farms, for maritime trade had created a demand for farm and woodland products, commodities destined for both local and external markets. A number of new farmhouses were built. Among these are the Hugh Bailey House (1782) at 929 Tillinghast Road, the William Bailey House (1789) at

1933 Middle Road, and the Place House (c. 1780) at 1037 Tillinghast Road, all story-and-a-half gambrel roof structures; the Maj. Joseph Fry House (1793) at 2153 South County Trail, and the Elisha Greene House (1784) at 999 Frenchtown Road, two of the many fine 2½-story, symmetrical 5-bay houses throughout the outlying region. There was furthermore a revival of the old Cape Cod house type, though now with federal doorways, and we find the Greene-Davis House (c. 1777) at 911 Frenchtown Road, the Amos Spencer House (1785) at 1180 Middle Road, and the Elder James Wightman House (c. 1800) at 1195 Frenchtown Road. The Mawney-Hopkins House at 1140 Tillinghast Road is also of this type, but being of later construction, c. 1800, it has two end chimneys instead of the single central one, and the strip dormer that became popular in the early nineteenth century. Finally, in 1804, a seminary was built in the southwest portion of town, where the present Frenchtown Church stood before being moved in 1972.

Early Industrialism (1810-1860)

With the Jeffersonian Embargo of 1808 and the subsequent War of 1812, prosperous foreign trade ended in East Greenwich, as elsewhere. Shipbuilding declined so sharply that by 1820 only the fishing industry remained as survivor of East Greenwich's once prosperous maritime economy. Scalloptown — that part of the waterfront below Rope Walk Hill — later became the shellfish center of Rhode Island, but a whaling company founded in 1809 — its oilworks were at the foot of Division Street — was unable to survive the severe trade limitations. With this decline in maritime activity, the first decade of the nineteenth century saw East Greenwich's population drop suddenly by 14%.

Thus, as with so many other Rhode Island towns, industrialism came to East Greenwich. Rhode Island's topographic and climatic conditions were ideal for light manufacturing, especially of textiles, and the oversupply of labor, together with the rapid brooks, waterfalls, and natural storage ponds of western and northern Rhode Island, facilitated the growth of manufacturing interests. The state's cotton and woolen industries profited from duties imposed on foreign goods, and in 1812-1814 the first cotton mill in East Greenwich (see Fig. 18) was established, four miles west of the port in the Frenchtown district near Place's Corner (just north of the present Frenchtown School), capitalizing on the abundant supply of water power in that region. Though properly

named the Mt. Hope Factory, it was known more commonly by its founder, Pardon Tillinghast, Deacon of the Frenchtown Seminary Baptist Church, as the Tillinghast Factory. Some twenty-five mill houses were eventually constructed and the mill village became a thriving community in conjunction with the nearby farms, and continued in operation through the end of the century. Now, though as ruins, it remains an outstanding example of this part of East Greenwich's history. The wooden superstructures were removed earlier this century, but the stone piers which once supported the flume and the stone foundations of the wheel house and mill houses remain, as do the original earthen dam and raceway.

Providence was meanwhile becoming the hub of a rich hinterland and to encourage the industrialization of the inland regions the city initiated an extensive land transportation system during the first quarter of the nineteenth century. The system of seventeenth and eighteenth century roads radiating from Providence was extended and improved by the establishment of turnpikes, built and maintained by private corporations and operated from toll revenue. The New London Turnpike of 1816 was one such road, connecting Providence with coastal Connecticut, and passed through the northwestern-most portion of East Greenwich. However, East Greenwich population saw no increase, though it did stabilize. On the other hand, the nearby Pawtuxet River Valley had grown so rapidly that in 1815 one half of the manufactured goods in the state came from that region. The relatively static towns like East Greenwich expanded at a much slower rate, and thus declined in status.

Under a state law of 1828, public schoolhouses were required throughout the state, and in the following year, East Greenwich was divided into five districts, with schools constructed in each. Permanent schoolhouses, 20 by 25 feet in size, were built in 1833, four in the outlying regions and one in town on the Exchange. Typically of the one-room type, two of the rural schoolhouses still remain, one on South County Trail, the other on Frenchtown Road (this latter was severely burned recently); the in-town structure has long since been converted to a residential use and has been considerably altered.

When steam became competitive with hydraulic power — steam power had been pioneered in the state in the mid-1820's — some steam mills were built in the port town of East Greenwich to take advantage of

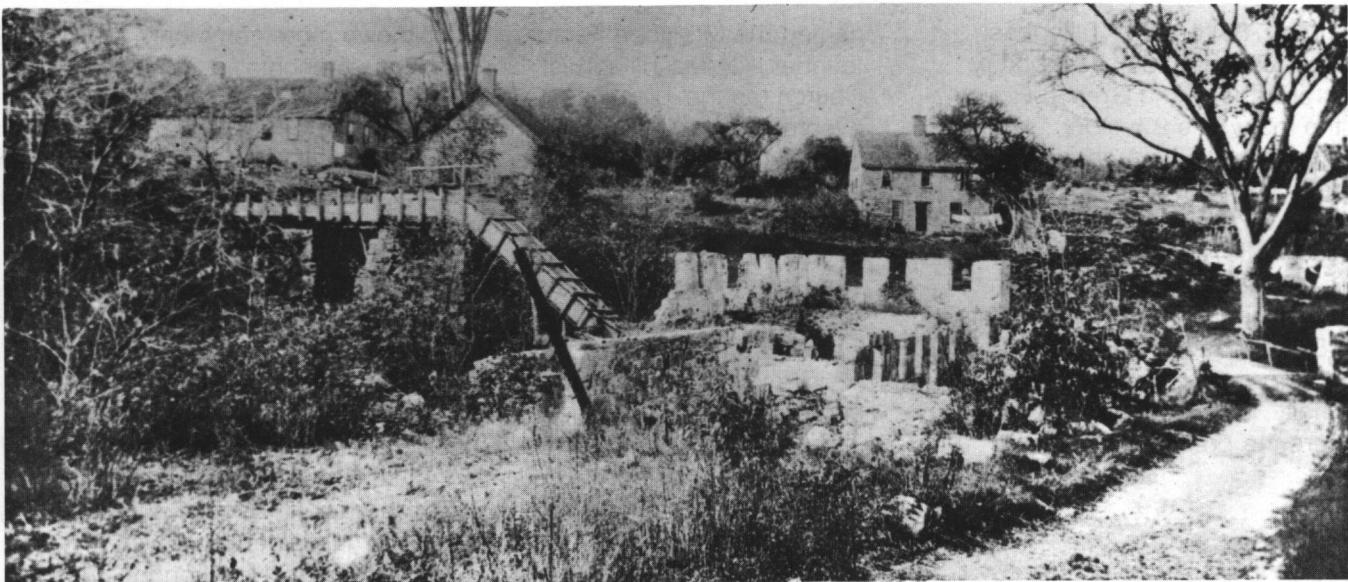


Fig. 18: Tillinghast Factory (1812) ruins, 1915 photo

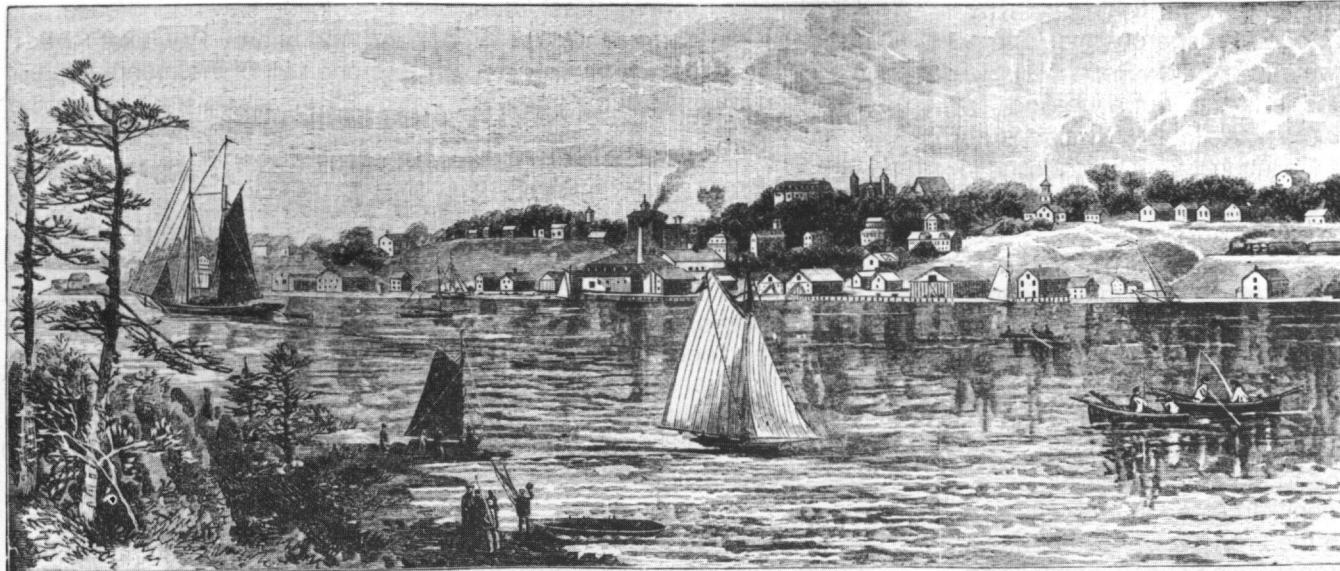


Fig. 19: East Greenwich waterfront, etching c. 1850

shipping facilities and the easy access to coal, which powered the engines. In 1827, the East Greenwich Manufacturing Company, a four-story stone building, was founded where the Bay Mill is today. The King Street shipyard, in turn, was reactivated as a coalyard as was the London Street yard at a later date. After 1820, sailing packets were replaced with steamboats, and a steamboat wharf was erected just south of the present yacht club. Thus, though the Blackstone and Pawtuxet towns retained their leadership, the growing use of steam power returned to East Greenwich a certain degree of prominence, though never quite recapturing its former position.

When in 1837 a railroad was constructed between Providence and Stonington, it was routed, upon the insistence of the town, along the East Greenwich waterfront. The railroad itself was designed by a Major William Gibbs MacNeil, uncle of the painter James MacNeil Whistler and the chief engineer for such noteworthy projects as the Moscow-St. Petersburg Railroad and the stone bridge over King Street (see Fig. 20) which bear testimony to his sophistication as an engineer. The extensive excavations necessitated leveling most of Meeting House Hill, or "Steamboat Hill," and a boardwalk was subsequently built to the steamboat wharf. The advent of the railroad was concurrent with the expansion of East Greenwich's industrial capacity. In 1836, two new woolen mills were constructed: the Pollard Mill (later Howland Mill) at Duke and Division Streets, replaced in 1868 by the present structure; and the Union Mill (later Orion Mill) on Main Street with its mill housing in the immediate vicinity along Green and Main Streets (this latter complex, mill and houses, was torn down some fifteen years ago for a new shopping center). A third major mill, the Green's Dale Bleachery Print Works (later Greenwich Print Works) was built in 1840 on Bleachery Pond. This, too, has recently been demolished. The Bay Mill (see Fig. 21) was rebuilt at the foot of King Street in 1840, just north of Rope Walk Hill; a stone Greek Revival building with clerestory, it remains a handsome example of the type of mill architecture then prevalent in Rhode Island (the mansard addition was later). Also, while East Greenwich had had no fulling mills prior to the advent of the railroad, there were eight by 1840.

The next decade saw the first increase in the town's population which had continued to decline over the previous forty year period since the turn of the century. In the 1840's, East Greenwich felt the impact of the large migration from Ireland. In fact, the town's population increased by 56% in

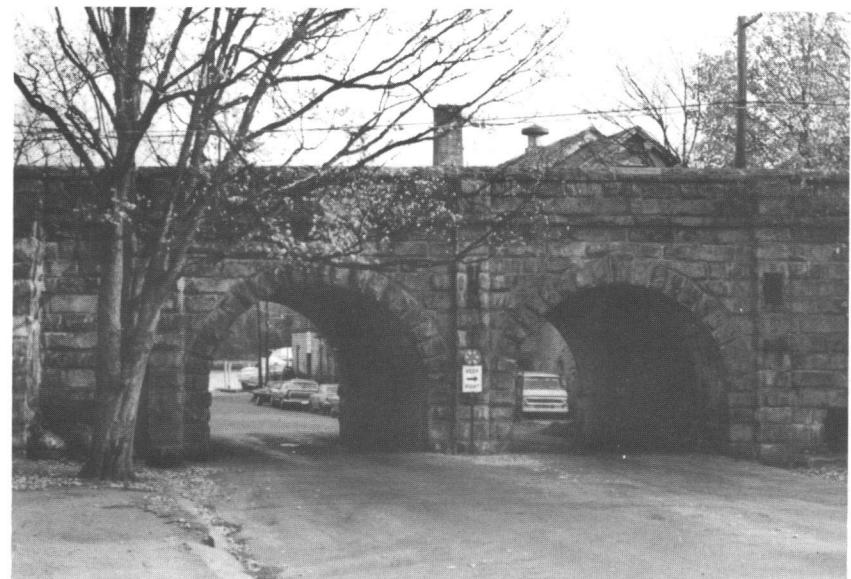


Fig. 20: Railroad Bridge (1837), King Street

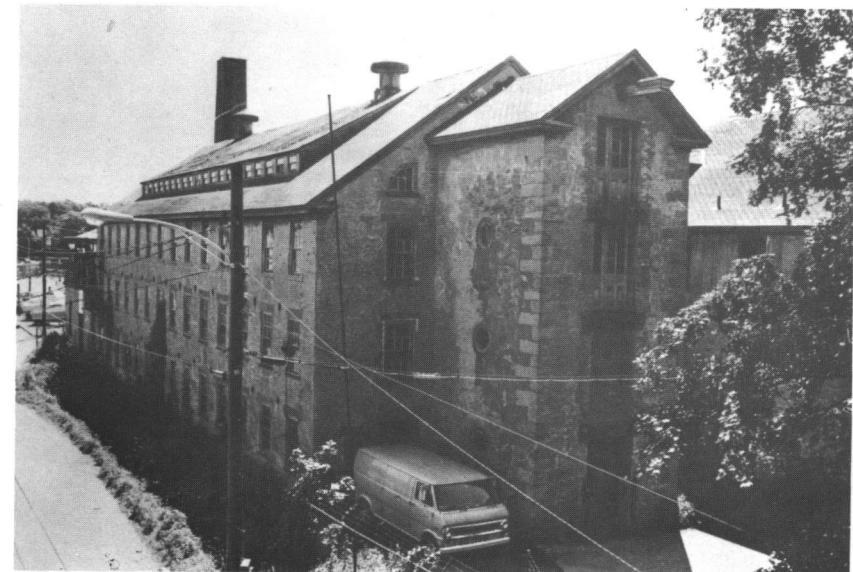


Fig. 21: Bay Mill (1840), King Street



Fig. 22: Armory of the Kentish Guards (1843) and Samuel Knowles House (1851), Peirce Street



Fig. 23: Caleb Vaughn House (1858), 1936 Middle Road

this decade, and another 22% in the 1850's. A number of modest Greek Revival and early Victorian houses were built east of Main Street, thus filling in earlier neighborhoods along King, Marlborough, Queen, Long, and London Streets, and many of these smaller structures still retain their excellent carpenter detail. The Rope Walk Hill neighborhood was also built up at this time by mill workers, though part of the hill north of Queen Street and south of the Bay Mill remained an open public gathering place much as it is today. But although East Greenwich had taken to manufacturing quickly, industry enjoyed a short term growth — only one more mill was built in the twenty years following — and much of its populace became the labor supply for other towns, notably Warwick, where population had tripled. One local note of political import should however be made, for in 1842, a State Constitutional Convention was held in the United Methodist Church on Main Street, and here was drawn up our State constitution.

Architecture in the 1830's underwent a transition from colonial precedent to the Greek Revival style. The domestic architecture of the period was marked by an increase in story heights and by bolder and heavier details, which in town manifested itself in the many houses set gable end to the street, a phenomenon of an increased demand for urban frontage. While there are few mansions of the Greek Revival style in East Greenwich, two should be mentioned. Fytre Hall, built in 1844 on the Warwick side of Division Street, is a large 2-story house with a Balustraded hip roof and a large Doric porch across its facade; it is now used as a home for the elderly. The Kenyon Estate on Kenyon Avenue, is a 2½-story gable-roof country mansion also in the Greek style. The Methodist Church was built on Main Street in 1831 but altered in the 1890's; the Armory of the Kentish Guards (see Fig. 22), a superb Greek Revival temple type building, was built on Peirce Street in 1843; and a new Baptist Church was built on Main Street (now Zenga's Restaurant, see Fig. 4). Otherwise, the Greek Revival remained limited to pattern cottages. In the countryside, several Greek Revival farmhouses were built, mostly a story and a half high, as seen in the Caleb Vaughn House (1858) at 1936 Middle Road (see Fig. 23). Others, such as the Paul Spencer House (1838) at 1167 Middle Road, had entablature cornices under the raised eaves, corner pilasters, and Greek Revival doorways. Often, these farmhouses were built with shed dormers reminiscent of contemporary mill architecture. The Frenchtown Seminary (Baptist Church) was also built during this period in 1822 on Frenchtown Road,

near Tillinghast Road, though altered toward the end of the century.

By mid-century, the Greek Revival style had waned and architects were seeking inspiration from more picturesque sources such as the English Gothic, Romanesque, and Italian Renaissance. The mansions of this early Victorian period were built on the Peirce Street Hill near to the mansions of the eighteenth century. The 1851 Samuel Knowles House (see Fig. 22) and the Potter House (c. 1850), at 110 and 154 Peirce Street, are good examples of the bracketed Italianate style, as is the excellent Reynolds-Greene Mansion (1858) beyond at 133 Spring Street. The Turner-Chace House (1832/1868) at 27 Marion Street is an interesting early Victorian mansion with a cupola and a full 2-story portico across its facade, a conversion of an earlier Greek Revival house.

Late Victorian Era (1860-1900)

East Greenwich was subjected to substantial development as a suburban community after the Civil War. The overspecialization that had become evident in East Greenwich — in 1850 over 90% of the town's industry was textile — led its populace to seek jobs elsewhere. Though the rapid growth to the north of East Greenwich had fostered a new demand for agricultural products, and indeed the earlier hamlets of Frenchtown, Shippeetown, and Fry's Corners prospered, the railroad had revolutionized transportation and as early as 1870 East Greenwich was being advertised as a suburban area of Providence. And as most new growth was spawned by the accessibility provided by the railroad, it was the downtown village area then that was most affected.

By the 1870's particularly, with half the state's population already of foreign parentage, a large number of Swedish immigrants came to East Greenwich. They settled in the area generally bounded by Rector and West Streets, since known as "Swedie Hill," and in a six-year period East Greenwich experienced a population increase of more than fifty percent from about 2500 in 1870 to about 4000 in 1876. Some of the first of the Swedes to arrive here had established a settlement house of sorts on Spring Street, and immediately in front of this cottage, which remains, they built the Spring Street Chapel in 1872. Typically, their dwellings reflected the Italianate and French styles that had come to dominate domestic architecture of the period. A Black community was located in a row of shanties on Marlborough Street (now mostly gone), and in 1872, at

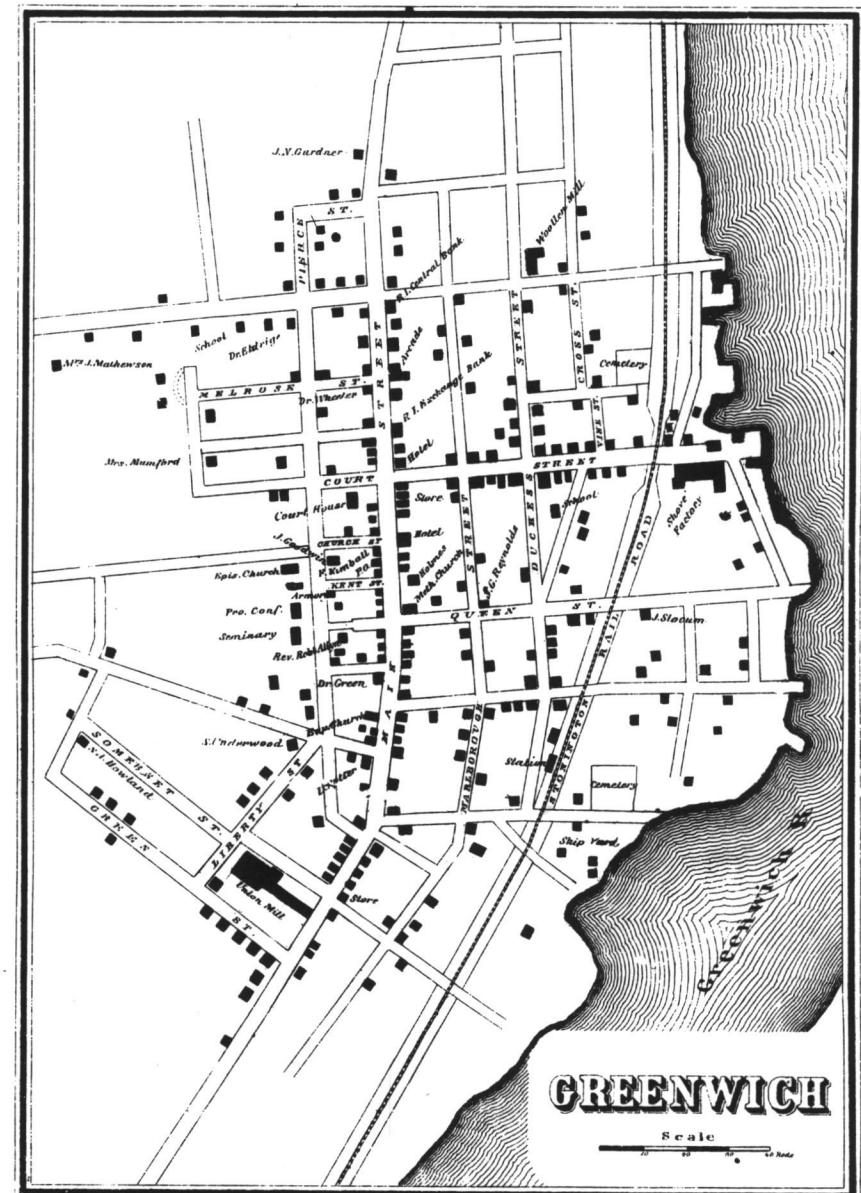


Fig. 24: 1855 Walling Map of East Greenwich village

EAST GREENWICH

(Kent County, R.I.)
Scale 1/2 Inches to the Mile



Fig. 25: 1870 Beers Map of East Greenwich

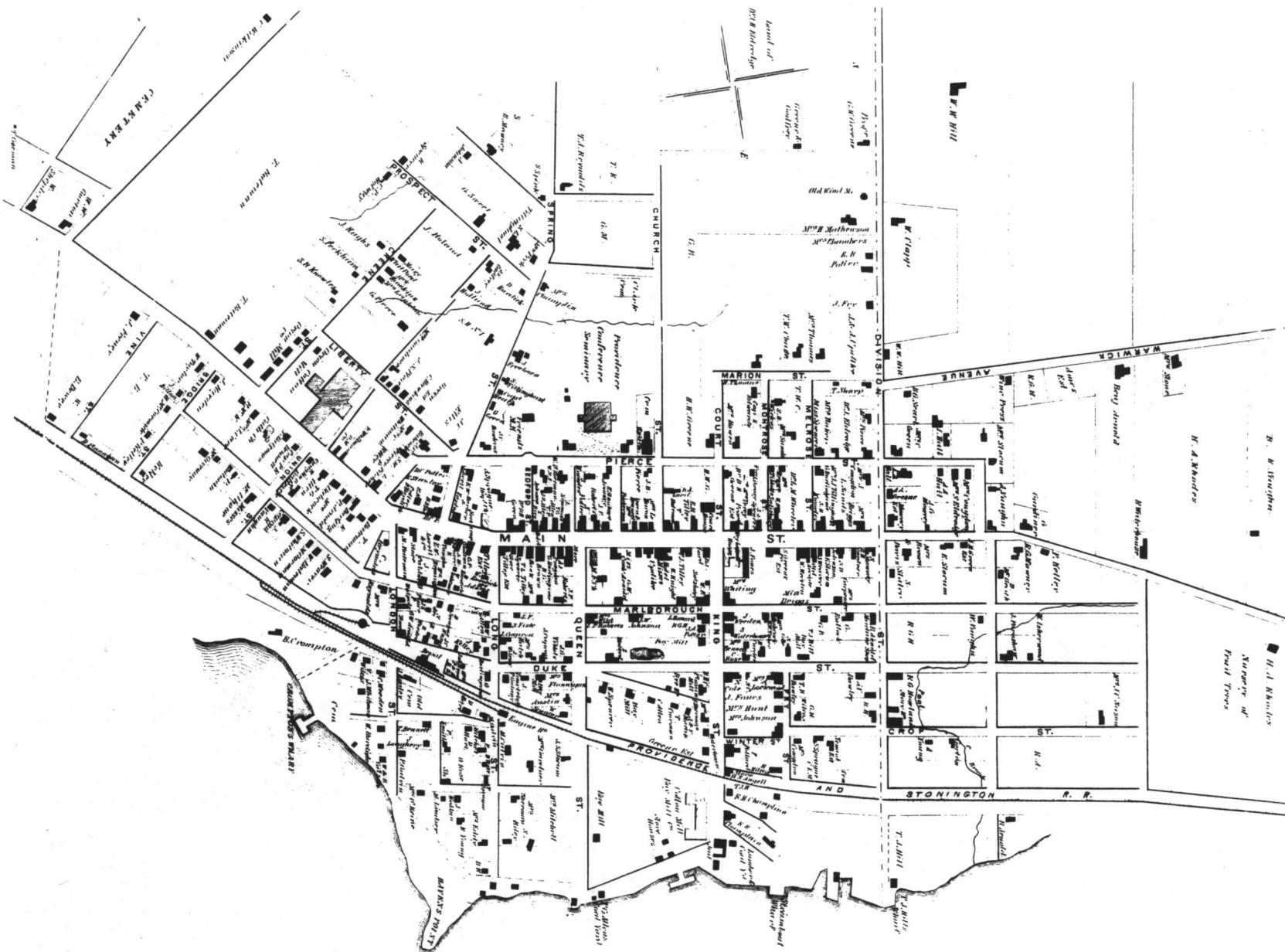


Fig. 26: 1870 Beers Map of East Greenwich village



Fig. 27: The Elms (c. 1880), 373 Main Street



Fig. 28: East Greenwich Railroad Station (1870), 146 Duke Street



Fig. 29: First Baptist Church (1884), 35 Peirce Street



Fig. 30: Masonic Building (1893), 165-175 Main Street

the corner of Queen and Marlborough Streets, the Independent Baptist Church, now known as the Marlborough Street Chapel, was organized for the first truly integrated congregation in East Greenwich. The last influx of immigrants comprised an Italian colony in the 1890's occupying earlier houses in the vicinity of Duke, Queen, King, and Marlborough Streets.

Architecturally, the late Victorian styles added a significant element to East Greenwich. It was during this time that Main Street, a segment of the old Post Road, became the main thoroughfare of the town. Three-story commercial structures were built between the earlier houses which had been by now generally converted to uses as shops and apartments. The Second Empire mansard style is particularly well represented here, with fine examples in the 2½-story brick Browning Block of 1876 at 112 Main Street, with its Newton type mansard roof; the Elms (see Fig. 27), a 2½-story tavern; and the slightly earlier W. P. Salisbury House at 69-75 Main Street, with its fine Italianate detailing. The flat-roofed brick Masonic Building (see Fig. 30), another Main Street structure, represents the more severe approach to commercial architecture in the '90's. On Duke Street, a railroad passenger terminal (see Fig. 28) was built in 1870, a handsome, though simple, wooden Italianate structure. (A handsome shingle style Town Hall on Main Street, built in 1886, was recently demolished in 1965 to make room for a parking lot.)

Most construction, however, was on the western edge of the built-up part of town, along Peirce Street and in the grove beyond. Such important structures as the stone Gothic Saint Luke's Episcopal Church of 1875, the eclectic Queen Anne Revival style Baptist Church of 1884 (see Fig. 29), both on Peirce Street, the 1872 "stick style" Hilltop Cottage on Church Street, and the turn-of-the-century eclectic Shingle Style Edward Powers House at 158 Spring Street (see Fig. 32) all represent for East Greenwich different stages of the Victorian love of the picturesque. It was in this period, too, that the poet Henry Wadsworth Longfellow moved and attached an eighteenth century windmill to the early Republican cottage on Division Street of his close friend, George Washington Greene, son of General Nathanael Greene (see Fig. 31).

Twentieth Century

Most building in the early twentieth century was still concentrated near the town center, as East Greenwich consolidated itself into a small



Fig. 31: Windmill Cottage (c. 1800/c. 1870), 144 Division Street



Fig. 32: Edward Powers House (1904), 158 Spring Street



VIEW OF
EAST GREENWICH, R.I.
1879.

Fig. 33: 1879 View of East Greenwich, by Bailey and Hazen

suburban town (the population in 1910 was only 3500). The railroad and trolley lines continued to serve the area, and the Post Road was improved as part of the State Highway Act of 1902. New public and commercial buildings went up generally along Main Street, and the residential area beyond Peirce Street was to expand to Kenyon Avenue. Industrial activity, with the exception of a few particularly destructive new industrial intrusions into the residential area east of Main Street, remained in earlier buildings.

Architecturally, two new institutional buildings from the early part of the century, the Varnum Memorial Armory (see Fig. 34) on Main Street and the Free Library on Peirce Street, both constructed in 1914, reflect the medieval overtones of nineteenth century picturesque architecture. Aside from these two buildings, however, new construction in East Greenwich, as elsewhere throughout the nation, saw the subordination of architecture to an established precedent. Following the "correctness" of the Colonial Revival at the end of the nineteenth century, classic inspiration became the main concern for a prevailing early twentieth century academicism. The loss of the craft tradition had become evident, and as there was no foothold for progressive architecture in conservative East Greenwich, the mechanization of building resulted in a standard pattern of formal, and somewhat anonymous, academic houses. However, the Beaux Arts Renaissance was employed for several public buildings here in the twenties and thirties and is best shown in the 1924 Industrial Bank Building and the 1935 U.S. Post Office (see Fig. 35) on Main Street. And the Oscar Bergstrom House (1925) at 53 Rector Street (see Fig. 37) is a fine example of the bungalow style popularized particularly on the West coast.

East Greenwich evidenced no further substantial growth until after the late thirties, when the automobile accelerated the decentralization of suburban development to outside the downtown area and, with World War II, the development of the naval facilities at North Kingstown. Visibly the downtown area suffered considerably, with new store fronts and signs, and, equally important, the influx of a transient population. The breakdown of established residential uses, the overcrowding of buildings, and the subsequent demand for parking led to a general deterioration of the entire neighborhood east of Main Street. With the increase in population and pressures to develop the rural and agrarian parts of East Greenwich, land was also becoming the means of speculation.



Fig. 34: Varnum Memorial Armory (1914), 6 Main Street



Fig. 35: East Greenwich Post Office (1935), 11 Main Street



Main Street, East Greenwich, R. I.

Fig. 36: 1906 View of Main Street

With one outstanding exception, there are no important examples of "modern architecture" in East Greenwich dating from before the post-war years. The exception, the so-called Mary Ellis House (see Fig. 38), is a superb example, perhaps the best in Rhode Island, of the International Style, an aesthetic bound to the technological advances of the period, yet thoroughly human in scale. Built in 1938-9 and set back out of sight from South County Trail, it was published at the time of its construction in Hitchcock's *Rhode Island Architecture*. Its designers, William and Sylvia Wilde, provided its artist owner, the late Albert Gold, with an open and flexible plan, a roof terrace, and a projecting studio (significantly, a garage was also incorporated into the design). But this attempt of progressive architecture to transform mechanized form into an organic conception remained rare here. One other house, created during the post-war boom in 1950, should also be noted. Built with standardized parts for easy maintenance around a flexible interior space, it was designed by Ira Rakatansky and evidences a domestication of the International Style popularized in the northeast by Marcel Breuer. Like the Ellis House, this building, too, was published at the time of its construction, in the periodical *Progressive Architecture*.

The last two decades have seen a tremendous growth in the town as large new suburban developments have located here, primarily in the countryside. The town is now the fastest growing in Rhode Island, and at present there are more than a dozen proposals for tract developments, nearly all of which are off Frenchtown Road. Contemporary design, unfortunately, has more often emphasized arbitrary symbolism and such standardized conceptions of style as neo-Colonial and neo-Victorian, than integrated design. Indeed, very few of East Greenwich's newer structures could today be cited for their human proportions, neighborly scale, and integration with the surrounding landscape.



Fig. 37: Oscar Bergstrom House (1925), 53 Rector Street



Fig. 38: Mary Ellis House (1938), South County Trail

IV. PROPOSED HISTORIC DISTRICTS AND NATIONAL REGISTER NOMINATIONS

The National Register of Historic Places is a record maintained by the National Park Service, United States Department of the Interior, of structures, sites, areas, and objects significant in American history, architecture, archeology, and culture. Authorized by the National Historic Preservation Act of 1966 as the official inventory of the cultural and historical resources of our nation, it includes historical areas in the National Park System, National Historic Landmarks, federal properties nominated by federal agencies, and properties of state and local significance nominated by the states and approved by the National Park Service. It is an authoritative guide for federal, state, and local governments, and private groups and individuals everywhere, identifying those properties thus worthy of preservation throughout the nation. The National Register is the legal instrument by which registered properties threatened by federally assisted undertakings are insured review. Listing on the National Register is, in addition, a primary prerequisite for matching grant-in-aid eligibility (see Appendix B).

The East Greenwich Historic District, a highly individual urban matrix comprising much of the downtown area, and an important example of a Rhode Island coastal town, was entered on the National Register of Historic Places in June, 1974. A map of this district is shown as Fig. 39. Similarly, it is proposed that two outlying districts, both agrarian in nature, be nominated to the National Register. Located respectively on Tillinghast Road and South County Trail, they are depicted in Figs. 40 and 41, their boundaries being drawn to include the farmlands as well as the buildings.

There are in addition a number of particularly significant individual structures and smaller complexes throughout the town which should be protected and which are considered worthy of National Register status. These are enumerated on the list that follows. It should be noted that some of these fall into the above-mentioned historic districts and therefore would not require individual nomination. (There are at present five East Greenwich properties already listed individually on the National Register.) Appendix D is a listing of all sites, districts, buildings, and objects, in or related to East Greenwich, which have been recommended for inclusion on the Rhode Island State Inventory of Historic Places, and from which nominations might be made to the State Register (which would require that state and municipal agencies obtain the advice of the

Historical Preservation Commission before undertaking any activity that might threaten such a property). In reviewing these lists of potential National and State Register nominations, it should be recognized that they represent only those properties most essential to the proper conveyance of East Greenwich's historic identity. Surrounding and supporting these are a wealth of lesser known properties which do much to enhance the overall historic character of East Greenwich and should be protected.

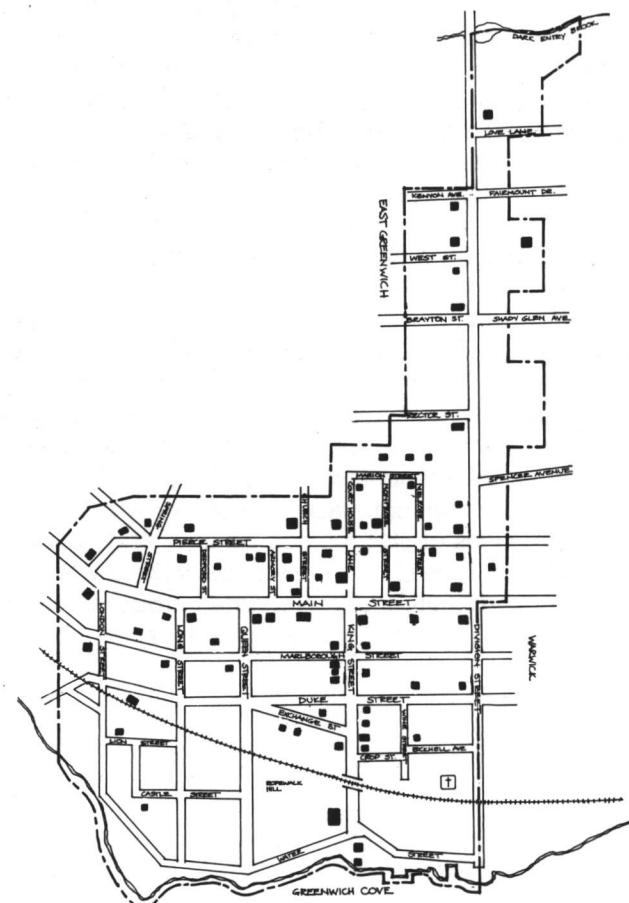


Fig. 39: East Greenwich Historic District map

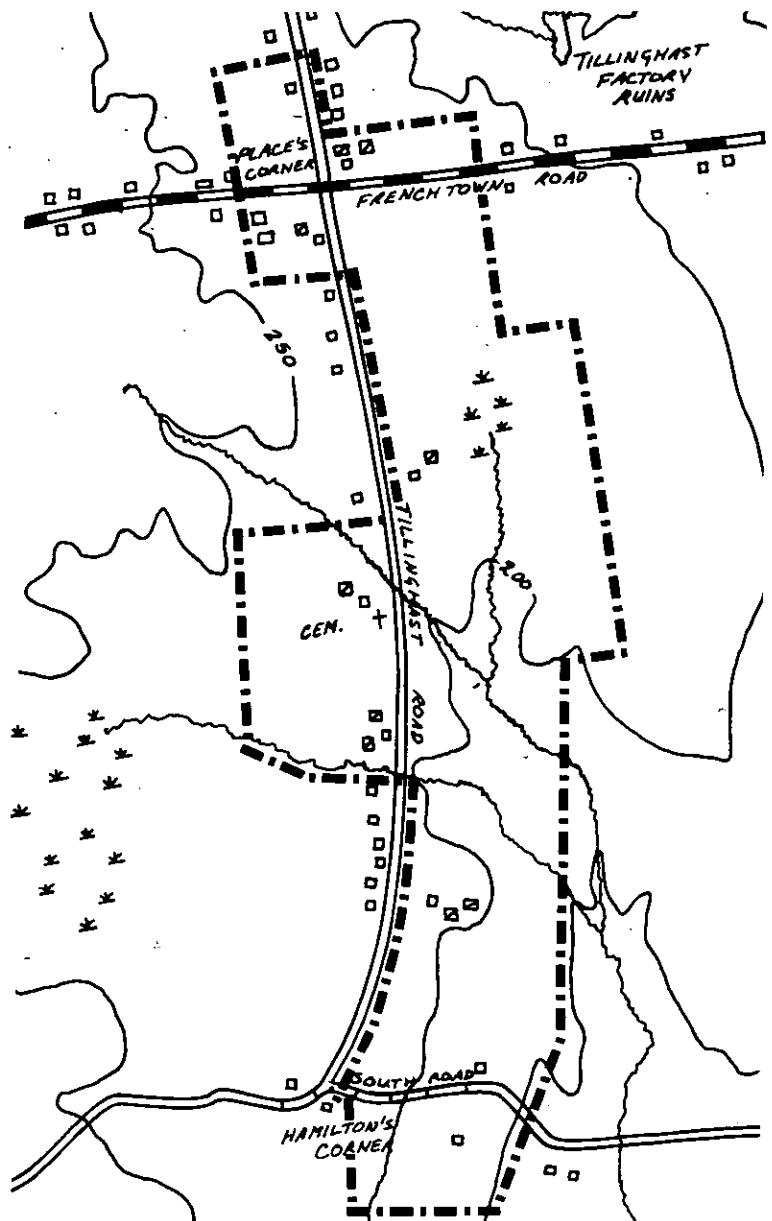


Fig. 40: Tillinghast Road Historic District map

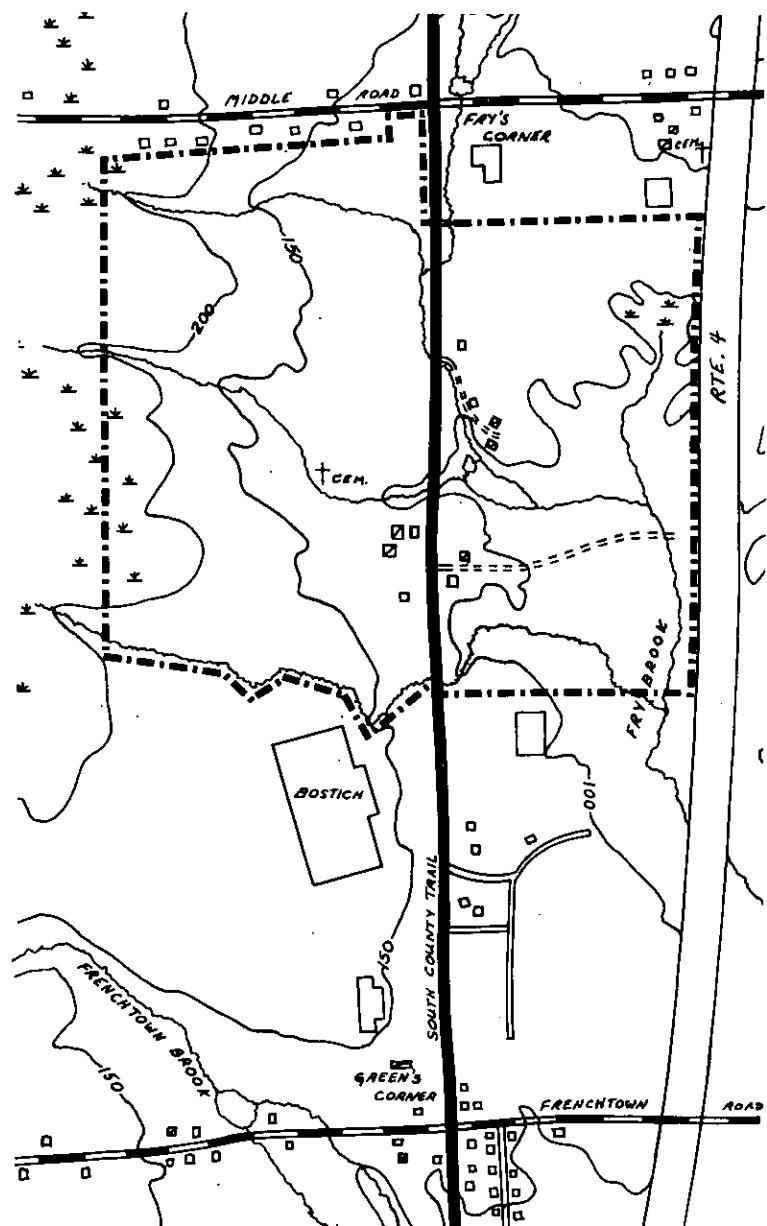


Fig. 41: Fry's Hamlet Historic District map

Potential National Register Nominations

(D denotes inclusion within an historic district.)

Armory of the Kentish Guards, 1843, 90 Peirce Street. D

Hugh Bailey House, 1782, 929 Tillinghast Road. D

Bay Mill (Shore Mill), 1840/1859, King Street. D

Daniel Briggs-Philip Tillinghast Farm, c. 1725, 864 Tillinghast Road. D

Richard Briggs Farm, 1725, 830 South Road. D

Brown Bread Place (William Spencer House), 1760, 1300 Middle Road.

Joshua Coggeshall House (Aaron Peirce House), c. 1690, 62 South Pierce Road.

Cory-Johnson-Place House, 1746/c. 1820, Frenchtown Road. D

Crossways Farm (Spencer-Shippee-Littlebridge House), pre-1743/1772, 12 Middle Road.

East Greenwich Free Library, 1914, 80 Peirce Street. D

East Greenwich Railroad Station, 1870, 146 Duke Street. D

Dr. Eldredge House (John Reynolds House), 1773, 28 Division Street. D

Mary Ellis House, 1938, South County Trail.

The Elms Tavern, c. 1880, 373 Main Street. D

First Baptist Church, 1884, 35 Peirce Street. D

Allen Fry House, 1785, 40 Division Street. D

Major Joseph Fry Homestead Farm, 1793, 2153 South County Trail. D

Fytre Hall, 1844, 159 Division Street. D

Governor Greene Homestead (Samuel Gorton, Jr., House), Division Street. D

Jeremiah Greene House, c. 1790, 15 Division Street. D

Hilltop Cottage (Thomas Casey Greene Summer Estate), 1872, 143 Church Street.

Huguenot Settlement Site, 1686, vicinity South Road.

Kent County Courthouse, 1804, 127 Main Street. D

Old Kent County Jail, 1795, 110 King Street. D

Kenyon Estate, c. 1835, 70 Kenyon Avenue.

Lilac Cottage (Spencer-Nichols House), 1776/1796, 388 Middle Road.

Marlborough Street Chapel, 1872, Marlborough Street. D

Miller-Congdon House, 1711, 20 Division Street. D

New London Turnpike, 1816, West Greenwich.

Edward Powers House, 1904, 158 Spring Street.

Railroad Bridge, 1837, King Street. D

Reynolds-Greene House, 1858, 133 Spring Street.

Saint Luke's Episcopal Church, 1875, 101 Peirce Street. D

Captain Jonathan Salisbury House, c. 1785, 19 King Street. D

Spencer-Fry House, 1696/c. 1815, 2196 South County Trail. D

Spencer-King House, c. 1680/1784/1819, 235 Kenyon Avenue.

Spring Street Chapel and Settlement House, 1872 and 1870, Spring Street.

Tibbitts Farm, c. 1700, Frenchtown Road.

Tillinghast Factory (Mount Hope Factory) Ruins, 1812, off Frenchtown Road.

Dr. Tillinghast-Deacon Andrews House, 1773, 697 Tillinghast Road. D

Town Farm (Poor Farm, Asylum), 1848, 146 First Avenue.

Dr. Peter Turner House, 1774, 21 Court House Lane. D

General Varnum House, 1773, 57 Peirce Street. D

Varnum Memorial Armory, 1914, 6 Main Street. D

Clement Weaver House, 1679, 125 Howland Road.

Colonel Micah Whitmarsh House, 1767, 294 Main Street. D

Windmill Cottage (Nichols-Gardiner House), c. 1800/c. 1870, 144 Division Street. D

V. CURRENT PROBLEMS AND OPPORTUNITIES

East Greenwich today retains a large portion of the physical evidences of its past, from its earliest agricultural settlement, its rise and decline as a maritime center, its period of industrialization, and, with the emergence of Providence as a metropolitan center, its own development as a suburban community. Unfortunately, the town also reflects in places the depressed conditions which in Rhode Island resulted through economic overspecialization. The imminent threat now is that of improperly controlled development, both in the countryside from unsympathetic residential and spotty commercial development, and in the downtown area from further intrusions of land uses unsuited to its essentially neighborhood and pedestrian scale. But the hope is that the architectural and environmental aspects of East Greenwich's heritage might become part of a planned relationship with continued development. The village and agricultural areas of the town's past offer a framework that is amenable to the human scale.

In downtown East Greenwich three historic features are of paramount importance: the significance of the waterfront to the development of the town, the still extant late eighteenth century street grid, and the large concentration of eighteenth and nineteenth century buildings, both private and public. Together, waterfront, street pattern, and buildings form a highly individual urban matrix, and much of this downtown area, at least as nominated to the National Register of Historic Places, deserves the protection of locally initiated historic zoning. While the East Greenwich *Comprehensive Community Plan* of 1966 calls for a "program of preservation and protection of unique conservation and historic areas," no specific recommendations were actually developed. At present the only preservation related program is the recommendation in the 1969 *Neighborhood Analysis Report* by the East Greenwich Planning Board, which suggested that restoration be encouraged along King Street and the area to the north, and that this area, as well as the Peirce Street neighborhood, should be considered for historic zoning. One of the goals of this report then is to provide the basis for a more comprehensive preservation plan.

Many of the problems encountered today concerning the appearance and visual character of East Greenwich can be traced to the twentieth century intrusion of the automobile. An example is the comparatively recent change in character of Main Street to that of a strip

commercial area. Moreover, several less than visually successful shopping complexes have located along that section of Main Street south of London Street, showing no regard to environmental effects or aesthetic relationship either to the center of town or to the nearby countryside. Styleless one-story commercial structures are replacing earlier buildings and are incompatible with the remaining historic fabric. Until quite recently, Main Street had been a solid wall of buildings with set-backs occurring only for major public buildings. The loss of such important structures as the Town Hall on Main Street and the Friends Meeting House on Peirce Street for open parking lots is indefensible, and control of the location, size, and scale of new parking facilities in the downtown section of East Greenwich should receive high priority.

A second contributing factor to recent changes to the environmental character of the town, particularly within the built-up central area, has been the breakdown of long established residential uses and densities evidenced by the conversion of many early homes to apartments or multiple dwellings. Overcrowding of these buildings coupled with traffic circulation and parking demands has led to the general physical and environmental deterioration of entire residential neighborhoods. With the recent closing of the naval bases at Quonset and Davisville, the future of such residential areas will for the most part depend on replacement uses. As the transient population relocates from East Greenwich, and before any new influx of workers and residents is introduced, the town should carefully evaluate the future use and character of these residential neighborhoods and indeed the downtown and other shopping areas of East Greenwich. Two areas to be explored during this transitional period would be the elimination or relocation of a number of non-residential blighting uses in the neighborhood to the east of Main Street, and a public relations effort aimed at introducing downtown merchants to the rehabilitation and restoration potentials inherent in their buildings.

Two major documents for East Greenwich, the *Comprehensive Community Plan* of 1966 and the *Neighborhood Analysis Plan* of 1969, single out the urban area as a site for extensive renewal. The recommended traffic circulation plan would cut through the heart of the eighteenth century town. A second and equally important threat to the architecture of the King, Queen, Long, and Main Streets area is the proposed clearance and redevelopment of the area from Wine Street south to Union Street, from the railroad tracks west to Main and

Marlborough Streets, as recommended in the *Neighborhood Analysis Plan*. This area contains nearly two dozen important eighteenth century houses, nine of them on King Street, and a number of prominent examples of Greek Revival and Victorian architecture, including the railroad station and the Old Homestead Tavern. Recent Federal cut-backs in funding for urban renewal and other H.U.D. projects may forestall clearance activities but selective, controlled renewal activities will still be needed in portions of the town to improve the overall environment and historic setting.

The historic port area of East Greenwich is a fine example of the architectural, social, and historical development of a Rhode Island seaport town, with more than one third of the buildings surveyed in the town center of high architectural significance. King Street, the major early street in East Greenwich leading up from the waterfront, retains an almost solid row of eighteenth and early nineteenth century structures. The port area is also well located as a regional center with housing available both near the Bay and within easy commuting distance of major Rhode Island cities and employment centers. A pedestrian scaled environment oriented to residential, cultural, professional, and recreational uses would be conducive to the development of a viable economic resource for the town of East Greenwich. Opportunities for tourism should similarly be explored. However, a coordinated restoration and conservation is needed if this heritage is to be saved.

Superhighways, shopping centers, factories, and large tract developments of neo-Colonial and ranch style houses may soon determine the visual character of the area outside the downtown section. While industrial sites have been rather well contained along South County Trail to date, the sprawl of residential development is currently preempting much of the open rural countryside. The dichotomy, a positive situation, that has existed for years between the rural and urban districts, is similarly threatened, and buffer zones are needed if the identity of the individual local communities is to be preserved. Again, concern for the preservation of this rural and agrarian environment is as critical as the preservation of the farm buildings themselves.

VI. RECOMMENDATIONS

This report has attempted to identify the remaining physical components of the historical development pattern of East Greenwich — its agricultural settlements, port, industrial complexes, residential neighborhoods, commercial districts, and street pattern. The same recognition has been afforded to urban design features — focal points, axes, boundaries, etc. — and to elements of landscape design and to the topography itself, as has been afforded to architectural and historical qualities. Thus the relationship of the urban building to the streetscape, or of the farmhouse to the rural environment, has been taken into account during the survey. In light of these conditions, the Rhode Island Historical Preservation Commission makes the following recommendations for action by the Town of East Greenwich:

1. To provide for the protection of the heritage of East Greenwich to include buildings, neighborhoods, streetscapes, open spaces, rural and agricultural environments, of importance, through the following actions:
 - A. Publicizing the entrance of the "East Greenwich Historic District" to the National Register of Historic Places in order to stimulate a program of restoration and conservation, and protection from projects involving the use of federal funds. Structures within the District are eligible for funds of the Grant-in-Aid program of the National Park Service, which is administered through the Commission. (See Appendix B.)
 - B. The nomination of additional structures and districts, as listed previously in Part IV., to the National Register of Historic Places, and from the inventory list in Appendix D to the State Register.
2. To establish an East Greenwich Historic District Commission which would delineate and regulate historic zoning districts, acting as a design review board for all major alterations, demolitions, and new construction within the districts.
3. To upgrade the downtown area, one of the most underutilized cultural and economic resources available to the Town of East Greenwich. Renovated as an historic district, this area can become a stable and viable neighborhood. This would involve the

following:

- A. Inclusion of this area as part of an historic zoning district, with the National Register register East Greenwich Historic District as its spine.
- B. Initiation of local restoration and rehabilitation activities, particularly along King Street and its immediate vicinity, and a very careful consolidation of the eighteenth and nineteenth century buildings of the presently substandard Marlborough-Duke-King-Long Streets area. Private ownership should be encouraged, especially with the closing of the Quonset Point Naval Base and the anticipated reduction in transient population here. No large scale demolition should be allowed and the existing high residential density should be retained. The existing character of the neighborhood along and above Peirce Street should be retained by discouraging demolition and new construction.
- C. Concern for the design of new structures along Main Street and in the surrounding neighborhood, with a reevaluation of the present environmental treatment. With appropriate new construction, together with the restoration or rehabilitation of the earlier structures, Main Street can become an important component in the development of the historic community. This is not a recommendation for neo-Colonial architecture, but rather for contemporary architecture which relates in scale and texture to the earlier buildings. An improved sign ordinance should be instituted, and inappropriate storefronts improved or eliminated as part of a continuing plan for the visual improvement of the area.
- D. Inclusion of the waterfront as part of the historic district. Carefully controlled development should be encouraged, with the old Scalloptown district perhaps redeveloped as a commercial and recreational district, emphasizing the pedestrian quality of Water Street.
- E. The retention of the existing street grid as of utmost importance to any historical renewal of the area. A one-way street system might be established with through traffic to the waterfront routed along Division Street and Rocky Hollow Road

(while retaining the present King Street access for local use). Recommendations for the proposed railroad grade crossing elimination, as prepared previous to this report, have been presented to the Department of Transportation. With respect to the proposed upgrading of Water Street along the waterfront, it is recommended that the present low-key quality of the street be kept as far as possible. Similarly, Division Street, as an approach road, should retain its 2-lane residential character.

G. Undertaking a professional study of parking needs. In general, lots should be kept behind the street facade to preserve the building line. Other solutions could include selected on-street parking and scattered small-scale lots. Landscape buffers should be provided, and paving could include a variety of materials, such as stone, brick, and exposed aggregate concrete, as well as the standard asphalt paving.

H. Phasing out all industrial and large-scale commercial structures from the residential area east of Main Street, by relocating such uses outside of the compact village to a site where the automobile can more easily be accommodated. Smaller commercial and professional uses should be in general restricted to Main Street. The town might explore land transfers and other financial inducements to help facilitate relocation.

I. Development of an open space program, much needed at present, as suggested by the historical analysis of the urban settlement pattern:

- (1) The Exchange, the triangular block bounded by Duke, King, and Queen Streets, should be restored as a neighborhood park. The blighting non-residential structures on the northern portion should be eliminated. Two existing dwellings might eventually be acquired by the town, retaining the northern-most, the first public school in the village, while removing the other.
- (2) The parking lot north of the Italo-American Club on Duke Street, originally a marsh and still the site of a pond at the end of the last century, should be reused as passive recreational space. This park could serve as an area of transition from the residential block it is a part of, by way of

the contiguous Exchange, to a potential historic trail along King Street.

- (3) Rope Walk Hill, another traditional gathering point both for the maritime and mill communities, should be treated as a public resource, as part of the residential renewal of the area to the west of the railroad tracks and the proposed redevelopment of the waterfront below. Overlooking the Cove, the entire vacant portion of the hill, which already includes a small playground, should be acquired by the town, or easements controlling development purchased from the present owners.
- (4) The Jail Wharf area at the foot of King Street, site of the old town wharf, should be preserved. If hydrofoil service is established on Narragansett Bay, as part of a Bay Islands Park System or otherwise, this site would be ideally located for an East Greenwich terminal. The proposed straightening of Water Street at this intersection should not be permitted.
- (5) A pedestrian oriented focal point should be considered at the head of King Street. At the junction of three distinct areas — that of Peirce Street, Main Street and King Street — the old terraced gardens on the hill behind the Courthouse might be replanted and landscaped.

J. Encouraging reuse of historic structures. Buildings should remain in active uses compatible with their architecture and environment. When original uses are no longer appropriate, viable reuses should be identified and encouraged. Should the Bay Mill be vacated, for example, it would be most suitable for a variety of alternate uses in keeping with its waterfront location adjacent to King Street, perhaps as apartments, restaurants, offices, community center, etc. The nearby railroad station, now vacant, might be ultimately restored as a mass-transit center, by providing terraced parking on the site of the old East Greenwich Dairy Building. The jail, already adapted to community use is a good example of the reuse of an historical building in the town.

K. A qualified landscape architect should prepare a proposal for landscape design and visual rehabilitation of these areas. Effective sign control legislation is needed, and all overhead

wires should be placed underground. The visual treatment of Main Street is very important in view of its role as the main thoroughfare and locus of some of the most important buildings in town. The southern approach to the downtown area is in particular need of landscaping, as are the rear sides of the commercial sites along Main Street between Rocky Hollow Road and London Street, backing on residential Marlborough Street. Downtown Main Street, as well as the side streets, once lined with elms, might be replanted. Appropriate street furniture should be provided.

4. The conservation of a large portion of East Greenwich's outlying area, to the west of South County Trail, especially towards the West Greenwich border, through the following actions:
 - A. The nomination of outstanding individual properties and districts to the National and State Registers, as previously listed in Part IV, and the establishment of historic zoning.
 - B. Protection of the remaining agricultural heritage as far as possible, perhaps by obtaining or purchasing easements from property owners who would allow limited public access to their lands.
 - C. Special attention to the preservation of parts of such early roads as the western portion of Middle Road. Other traditional elements as early stone walls should also be preserved, whether or not surrounding lands are developed.
 - D. Acquisition of the government lands at the Davisville reservation off South County Trail as they become available. Archaeological studies should be undertaken here, as the site of the 1686 Huguenot settlement.
 - E. The various mill ponds and ruins should be protected. In particular, the stabilization of the Tillinghast Factory ruins, north of the Frenchtown School, to be undertaken by the town, should be stressed; properly maintained and landscaped, these could become a fascinating educational resource. Archaeological investigation might be undertaken.
 - F. Only large scale industrial complexes, openly landscaped, should be allowed, and these should be restricted to South

County Trail. Efforts should be made to retain and coordinate within any such developments the farm complexes along this road, especially those in the aforementioned historic district. By locating industry to the east of South County Trail, the new Route 4 would act as a rear buffer. Again, no strip commercial developments should be allowed, here or elsewhere in the outlying district of East Greenwich.

5. An educational program should be organized and conducted by an appropriate local organization like the Chamber of Commerce or the East Greenwich Preservation Society. This program would acquaint citizens of the town with their heritage, and might illustrate other locales where preservation has played a part in modern development. Properties might be marked with appropriate plaques, and local newspapers could keep citizens informed of preservation progress.

APPENDIX A: PERTINENT AGENCIES

Local

Citizens' Advisory Council, Alexander Rubel, Chairman, 80 Le Baron Dr., East Greenwich 02818.

East Greenwich Lions Club, % Raymond Lipinski, 44 Hickory Dr., East Greenwich 02818.

East Greenwich Planning Board, 111 Peirce St., East Greenwich, 02818.

East Greenwich Preservation Society, % Marion Fry, President, South County Trail, East Greenwich, 02818.

East Greenwich Rotary Club, Dr. Robert E. Miller, President, 5393 Post Rd., East Greenwich 02818.

East Greenwich Town Council, 111 Peirce St., East Greenwich 02818.

Greenwich Bay Junior Women's Club, Box 67, East Greenwich 02818.

Kentish Guards, 90 Peirce St., East Greenwich 02818.

New England Steam and Wireless Museum, % Robert Merriam, 679 Tillinghast Rd., East Greenwich 02818.

Varnum Continentals and Auxiliary, Varnum Memorial Armory, 6 Main St., East Greenwich 02818.

State

Audubon Society of Rhode Island, 40 Bowen St., Providence 02906.

League of Rhode Island Historical Societies, % Robert Lynch, President, 421 Comstock Parkway, Cranston 02920.

Rhode Island Bicentennial Commission, C.I.C. Building, 289 Promenade St., Providence 02905.

Rhode Island Department of Community Affairs, 150 Washington St., Providence 02903.

Rhode Island Department of Natural Resources, 83 Park St., Providence 02908.

Rhode Island Department of Transportation, State Office Building, Smith St., Providence 02903.

Rhode Island Development Council, Roger Williams Building, Hays St., Providence 02908.

Rhode Island Historical Preservation Commission, 52 Power St., Providence 02906.

Rhode Island Historical Society, John Brown House, 52 Power St., Providence 02906.

Rhode Island Statewide Planning Program, 265 Melrose St., Providence 02907.

Western Rhode Island Civic Historical Society, % Elizabeth Mullens, Secretary, 365 Plainfield St., Providence 02909.

National

Advisory Council on Historic Preservation, 1522 K St., N.W., Washington, D.C. 20005.

American Association for State and Local History, 1315 8th Ave. South, Nashville, Tennessee 37203.

American Institute of Architects, Committee on the Preservation of Historic Buildings, 1735 New York Ave., N.W., Washington, D.C. 20006.

American Revolution Bicentennial Commission, 736 Jackson Place, Washington, D.C. 20276.

National Trust for Historic Preservation in the United States, 740-748 Jackson Place, N.W., Washington, D.C. 20006.

Society of Architectural Historians, 1700 Walnut St., Philadelphia, Pennsylvania 19103.

Society for the Preservation of New England Antiquities, 141 Cambridge St., Boston 02114.

United States Department of Agriculture, Living Historic Farms Program (in cooperation with Smithsonian Institution), Washington, D.C.

United States Department of Housing and Urban Development, 451 7th St., S.W., Washington, D.C. 20410.

United States Department of Interior, Bureau of Outdoor Recreation, 18th and C Sts., N.W., Washington, D.C. 20240.

United States Department of Interior, National Park Service, Office of Archaeology and Historic Preservation (Historic American Buildings Survey, Historic American Engineering Record, National Historic Landmarks Program, National Register of Historic Places, Division of Archaeology), 18th and C Sts., N.W., Washington, D.C. 20240.

United States Department of Transportation, 400 7th St., S.W., Washington, D.C. 20590.

The Victorian Society in America, The Athenaeum, East Washington Square, Philadelphia, Pennsylvania 19106.

APPENDIX B: GRANT-IN-AID PROGRAM

Since 1971 the Rhode Island Historical Preservation Commission has been able to award through the National Park Service fifty percent matching grants for the restoration or acquisition of properties listed on the National Register of Historic Places. To date 44 grants have been awarded to local historical societies, community organizations, the State of Rhode Island, and private individuals for projects throughout the state. These grants have generally ranged in size from \$1,000 to \$20,000 with the grantee providing an equal amount. Grantees also benefit from the free advice of restoration professionals serving as consultants with the Commission.

Allowable work under this program includes exterior and interior restoration, installation or updating of utility systems, architectural fees, research, and archaeology. New construction and modern landscaping are not allowable costs. This work must be properly supervised and be of good quality. The Preservation Commission has the responsibility of selecting all paint, mortar, and shingle colors. Due to the high standards of the National Park Service and the added cost of older building materials and methods, this program sometimes increases the total cost of the project. Applicants should therefore be interested in obtaining professional guidance for their restoration as well as financial assistance.

An easement designed to protect the property after project completion and ensure its continuing public benefit must be signed by the owner of the property. This agreement is for a minimum of twenty years and requires the owner to maintain the building and grounds, make no alterations without the prior approval of the Historical Preservation Commission, and allow the public to view the property at least twelve days a year. When the grant work is limited to the exterior, these restrictions only apply to the exterior.

Owners of historically significant properties which are not as yet listed on the National Register but who desire aid should contact the Commission about nomination so as to be eligible for this program in subsequent years. All qualifying applications are welcome but applicants should realize that funds are extremely limited and that historical societies and local non-profit organizations will be given priority over private individuals.

APPENDIX C: METHODOLOGY

A standard survey form, the "Historic Building Data Sheet", has been prepared by the Rhode Island Historical Preservation Commission for use throughout the state (see Fig. 42). This survey sheet allocates a section each to architectural and historical data. Architectural aspects include style, condition and remodeling, specific physical details, and environmental considerations, while the historical categories include relevant dates, identification of historic maps, sources of early photographs, bibliographical references, and specific events or individuals with which the structure might be associated. Deed research is currently being undertaken by volunteers and will be entered on the individual sheets as the data becomes available. The property itself is identified by map or street number, plat and lot numbers, and ownership, and a photograph of each has been attached to the appropriate survey sheet.

Architectural ratings have been assigned on a 0-4 continuum. The highest rating, 4, has been reserved for those structures deemed of outstanding importance; these buildings are the most important architectural monuments of East Greenwich and are, in most instances, key visual landmarks — focal points defining the character of a specific area. 3's and 2's constitute the bulk of the historic fabric of the town; these form an indispensable setting, an overall visual context, essential to the best known structures and sites. The rating 1 designates buildings of little intrinsic architectural value; in some cases these buildings however were deemed good "background buildings" filling in among the more important properties. Finally, the rating 0 has been assigned only to those buildings which contribute in no manner to this historic fabric, and which may in fact detract from the same. An "A" has been added to the numerical value if a property is deemed important to the fabric of its neighborhood, so that loss would result in damage to the environment.

Similarly, historic value has been assigned as follows: 0 — no known value, 1 — local value, 2 — state value, 3 — national value. The "A" designation has also been used to denote a structure which contributes positively to its historic environment. In this survey, buildings that have been altered to a degree that their original appearance may no longer be determined from an exterior survey, were assigned somewhat lower ratings than were better preserved structures of the same period; an interior examination might prove that many of these structures are worthy

of a higher architectural value. Likewise, a later discovery of an important historical fact might raise the historical rating.

Data from the survey sheets has been transferred to two maps, one for the compact area and the other for the outlying region. Buildings are identified by sheet or map number, and number and letter codes indicating architectural and historical evaluations. The in-town map (see Fig. 43) is drawn to a scale of 1"-100'. It depicts every structure within this district, regardless of date or historical importance, in order to portray the present context of the historic fabric of downtown East Greenwich. The second map, locating historic structures in the outlying area, is based on the Statewide Planning Program state and East Greenwich maps which are, in turn, based on U.S.G.S. maps enlarged to 1"-1/4 mile, twice the original scale. It contains the same identification codes and historical and architectural information as is provided on the in-town map. While omitting coding of the relatively dispersed non-historic structures, it locates all sites and structures, historic and non-historic, so that current patterns of development in the area, as they affect the environment, can be discerned. Thus, information pertaining to historic preservation in the Town of East Greenwich is readily available for all planning purposes.

Upon Completion of the survey, duplicate copies of all materials are submitted to the Commission, where, after final approval, one copy remains in the Commission's office at the John Brown House, 52 Power Street, Providence; and the others are placed in the appropriate local repositories: town hall, historical society, or library. Each set of materials consists of the individual survey forms, maps, and final report.

HISTORIC BUILDING DATA SHEET RHODE ISLAND STATEWIDE SURVEY PHASE 1			
			
PLAT	1	LOT	59
VILLAGE	E. Richard Markarian & Gérard M. Bouchard		
PRESENT USE	Commercial/Residential		
LAND USE	Commercial		
STYLE	Late Victorian -- Mansard		
CONDITION	Good		
REMODELING	Moderate		
DESCRIPTION: STORIES	2½		
ROOF	Mansard, slate, dormers		
CHIMNEYS	3, brick, interior		
FOUNDATION	Granite		
WALL COVER	Brick		
ENTRANCE	Storefront		
WINDOWS	2/2 sash, granite sills, lintels.		
OTHER:	OTHER:		
OUTBUILDINGS	None		
SITE/LANDSCAPE	Abuts sidewalk, filling lot; no planting.		
ARCHITECTURAL VALUE	2A		
SURVEYOR	JHG		
KNOWN AS			
PHOTO NO.	K-EG-3-14		
ORIGINAL USE	Commercial/Residential		
ARCHITECT			
CONSTRUCTION DATE	c.1880		
SOURCE OF DATE	Style		
HISTORY: MAPS	1870 & 1879 -- different building.		
OLD PHOTOS			
SOURCE			
CITY/TOWN	East Greenwich		
ROAD	Main Street		
COUNTY	Kent		
MAP NO.	98		
PRIORITY			
REFERENCES/BIBLIOGRAPHY			

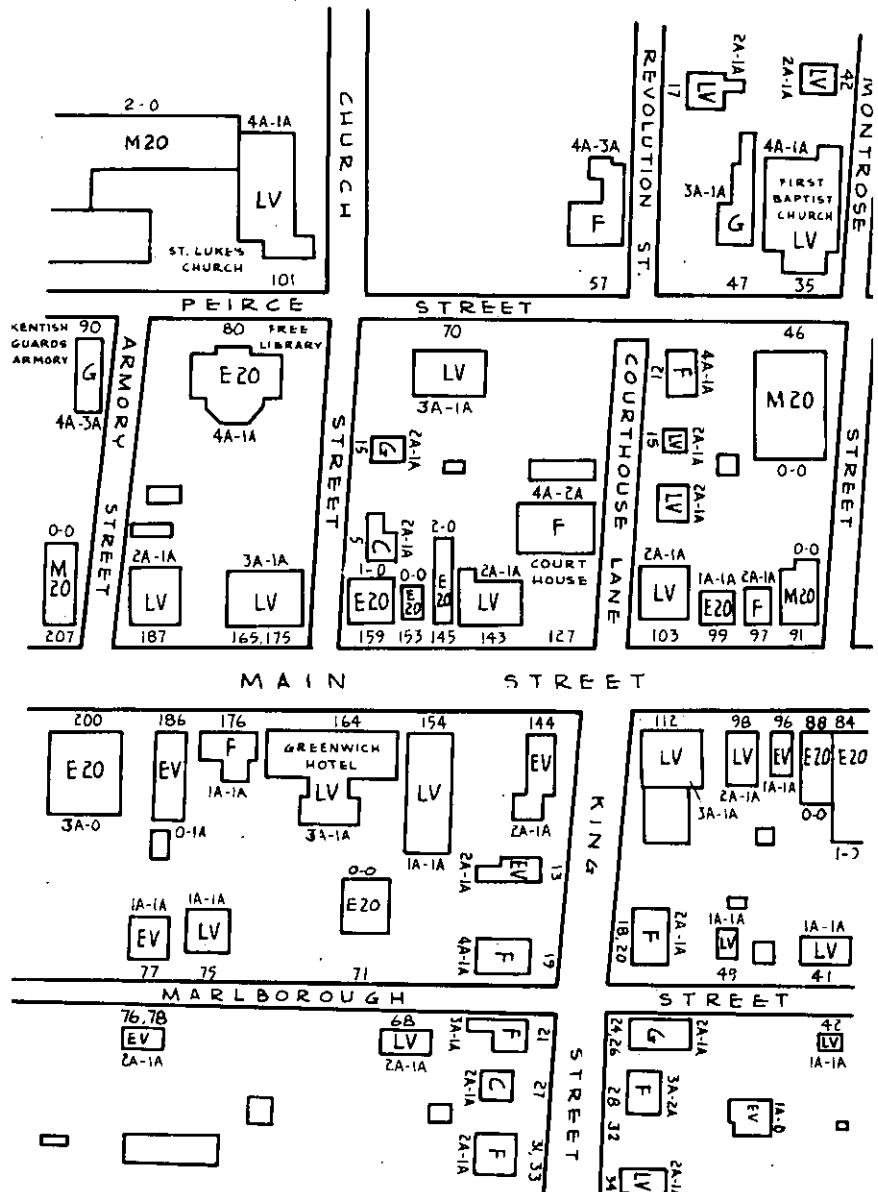


Fig. 42: Sample Survey Sheet

Fig. 43: Sample detail of Survey Map

APPENDIX D: STATE INVENTORY LISTINGS FOR EAST GREENWICH

Number Street, Name, Date, Description, Theme

Carr's Pond Road

- Wightman-Calder House, 1790, early Republican; architecture.
- Gifford-Pitcher House, 1747/1828, Colonial/early Republican; architecture.
- Caleb Carr House, 1725, Colonial; architecture.
- Carr's Pond Rock Shelter, aboriginal; Indian history, archaeology.

Castle Street

- 46 M. Lindsay House, c. 1770, Colonial; architecture.

Cedar Street

- 441 Long-Langford-Kenyon House, c. 1726/1804, Colonial/early Republican; architecture.
- 650 Mawney House, 1775, early Republican; architecture.
- Mashapaug Pond (Bleachery Pond) Indian village site, mill dam; Indian history, archaeology, industry.
 - Old Friends Burial Ground, Colonial; historic burial ground.

Church Street

- 5 Francis Barker House, 1753, Colonial; architecture (moved).
- 97 Julia Gould House, c. 1880, late Victorian; architecture.
- 143 Hilltop Cottage (Thomas Casey Greene Summer Estate), 1872, late Victorian; architecture.

Court House Lane

- 21 Dr. Peter Turner House, 1774, early Republican; architecture, Revolutionary War.

Crompton Avenue

- 100 William N. Crompton House, c. 1890, late Victorian; architecture.
- 114 Oliver Slocum House, c. 1890, late Victorian; architecture.
- 174-176 Double House, c. 1875, late Victorian; architecture.

Number Street, Date, Description, Theme

- 184-186 _____ Double House, c. 1875, late Victorian; architecture.
- 17 I. S. Johnson House, c. 1850, Greek Revival; architecture.
- 33-35 Division Street U.S. Customs House, 1790, early Republican; commerce, architecture.
- Howland Mill (Bostich Plant), c. 1870, late Victorian; industry, architecture.
- 15 Jeremiah Greene House, c. 1790, early Republican; architecture.
- 20 Miller-Congdon House, 1711, Colonial; architecture.
- 28 Dr. Eldredge House (John Reynolds House), 1773, early Republican; architecture.
- 40 Allen Fry House, 1785, early Republican; architecture.
- 70 Evangelical Covenant Church, 1895, late Victorian; ethnic history, architecture.
- 82 Ichabod Northop House (Solomon Fry House), pre-1833/c. 1870, Greek Revival/late Victorian; Black history, architecture.
- 118 Swedish Lutheran Church, 1905, late Victorian; ethnic history, architecture.
- 132 Galvin-Cooley House, c. 1898, late Victorian; architecture.
- 144 Windmill Cottage (Nichols-Gardiner House), c. 1800/c. 1870, early Republican/late Victorian; architecture, literature, education, commerce.
- 159 Fytre Hall, 1844, Greek Revival; architecture.
- 206 William R. Greene House, 1893, late Victorian; architecture.
- Governor Greene Homestead (Samuel Gorton, Jr., House), 1680/1758, Colonial; Revolutionary War, political, architecture, landscape architecture, historical burial site.
- Division Road
- Weaver-Howland House, 1747, Colonial; architecture.
- 923 Holden House, c. 1750, Colonial; architecture.
- 1727 Andrews-Briggs House, 1789/1851, early Republican/Greek Revival; architecture.

Number	Street, Date, Description, Theme	Number	Street, Date, Description, Theme
	Duke Street		
31	Joseph Greene House, c. 1790, early Republican; architecture.	1786	Tibbitts Farm, c. 1700, Colonial; agriculture, architecture.
72	District School House, 1828, early Republican; education.	—	Highbank Factory Site, c. 1850, early Victorian; industry.
146	East Greenwich Railroad Station, 1870, late Victorian; transportation, architecture.	—	Huling House, c. 1760, Colonial; architecture.
	Exchange Street	1995	Elder James Wightman House (Hægar House), c. 1800, early Republican; architecture.
—	Exchange, 1770; urban design, commerce, social.		Howland Road
24	_____ House, early Republican; architecture.	125	Clement Weaver House, 1679, Colonial; architecture, restoration.
32	_____ House, early Republican; architecture.		Kenyon Avenue
	First Avenue	70	Kenyon Estate, c. 1835, Greek Revival; architecture.
146	Town Farm (Asylum, Poor Farm), 1848, Greek Revival; social, architecture.	100	Lucius Eldredge House, 1905, late Victorian; architecture.
	Forge Road, Warwick	119	Eldredge House, c. 1880, late Victorian; architecture.
—	Elizabeth's Spring, aboriginal/Colonial; Indian history, archaeology, transportation.	235	Spencer-King House, c. 1680/1784/1819, Colonial/early Republican; architecture.
	Frenchtown Road		King Street
835	Sweet-Greene House, 1759, Colonial; architecture.	18-20	Nathan Whiting House, 1811, early Republican; architecture.
911	Greene-Davis House, c. 1777, early Republican; architecture.	19	Captain Jonathan Salisbury House, c. 1785, early Republican; architecture, maritime.
999	Elisha Greene House, c. 1750/1784, Colonial/early Republican; architecture.	21	Cromwell-Salisbury House, c. 1780, early Republican; architecture.
1059	Job Greene House, c. 1787, early Republican; architecture.	28	David Pinniger House, c. 1800, early Republican; architecture.
—	Tillinghast Factory (Mount Hope Factory) ruins, 1812, early Republican; industry.	31-33	Weaver House, c. 1800, early Republican; architecture.
—	Cory-Johnson-Place House, 1746/c. 1820, Colonial/early Republican; architecture.	42	Nathaniel Cole House, c. 1800, early Republican; architecture.
—	Frenchtown Baptist Church (Frenchtown Seminary, 6th Principle Baptist Church), 1822/c. 1890, Greek Revival/late Victorian; architecture.	50	Varnum Bailey House, c. 1820, early Republican; architecture.
—	Pardon Tillinghast-Huling House, c. 1750, Colonial; architecture.	54	David Whitford Hunt House, c. 1780/c. 1860, Colonial/Greek Revival; architecture.
—	Gardiner House, c. 1710, Colonial; architecture.	—	Railroad Bridge, 1837, early Victorian; engineering, transportation.
—	Tibbitts School (District #4 School House), 1833, Greek Revival; education.	—	Bay Mill (Shore Mill), 1840/1859, Greek Revival/early Victorian; industry, architecture.

Number	Street, Date, Description, Theme	Number	Street, Date, Description, Theme
	Liberty Street		
19	S. Underwood House, c. 1850, Greek Revival; architecture.	28	_____ House, c. 1890, late Victorian; architecture.
24	Mrs. C. Whitman House, c. 1840, Greek Revival; architecture.	41	Baker-Rochford House, c. 1890, late Victorian; architecture.
		56	_____ House, c. 1895, late Victorian; architecture.
	Lion Street		Marlborough Street
29	_____ House, c. 1840, Greek Revival; architecture.	—	Marlborough Street Chapel (Independent Baptist Church), 1872, late Victorian; Black history, social.
		147-149	Daniel Burdick-Remington House, c. 1840, Greek Revival; architecture.
	Main Street	166-168	Old Homestead Tavern, c. 1850/c. 1890, early/late Victorian; architecture, social.
6	Varnum Memorial Armory, 1914, early twentieth century; architecture.		
11	East Greenwich Post Office, c. 1935, early twentieth century; architecture.		Mawney Street
58	Abraham Greene House, 1770, Colonial; architecture, commerce.	31	Mawney House, 1835, Greek Revival; architecture..
69-75	W. P. Salisbury House, c. 1870, late Victorian; architecture.		Melrose Street
112	Browning Block, 1876, late Victorian; architecture.	23	Tibbitts-G. Burlingame House, 1785, early Republican; architecture.
127	Kent County Courthouse, 1804, early Republican; political, architecture.		
164	Greenwich Hotel (Updike Hotel), 1896, late Victorian; architecture, social.		Middle Road
165-175	Masonic Building, 1893, late Victorian; architecture, fraternal organization.	12	Crossways Farm (Spencer-Shippee-Littlebridge House), pre-1743/1772, Colonial/early Republican; architecture.
—	Jigger's Diner, early twentieth century; architecture.	388	Lilac Cottage (Spencer-Nichols House), 1776/1796, early Republican; architecture.
200	Industrial National Bank, 1924, early twentieth century; architecture.	—	Ebenezer Spencer House, pre-1787, early Republican; architecture.
220	United Methodist Church, 1831/c. 1890, Greek Revival/late Victorian; political, architecture.	1167	Paul Spencer House, 1838, Greek Revival; architecture.
262	East Greenwich Fire Station, 1914, early twentieth century; architecture.	1180	Amos Spencer House, 1785, early Republican; architecture.
294	Colonel Micah WKHITMARSH House, 1767, Colonial; architecture.	1266	Bowen Spencer House, 1728/1753, Colonial; architecture.
373	The Elms Tavern, c. 1880, late Victorian; architecture, social.	1300	Brown Bread Place (William Spencer House), 1760, Colonial; architecture.
495	Kent Theatre entrance, early twentieth century; architecture.	1341	Captain Brown House, 1819, early Republican; architecture.
	Marion Street	1503	Shippee House, 1779, early Republican; architecture.
17	Franklin Greene House, c. 1770/1848, Colonial/Greek Revival; architecture.	—	Tarbox Gristmill, c. 1870, late Victorian; agriculture.
27	Turner-Chase House, 1832/1868, early Victorian; architecture.	1896	David Vaughn House, 1752, Colonial; architecture.
		1933	William Bailey House, 1789, early Republican; architecture.
		1936	Caleb Vaughn House, 1858, Greek Revival; architecture.
		2381	Tarbox House, c. 1750/c. 1868, Colonial/early Victorian; architecture.

Number	Street, Date, Description, Theme	Number	Street, Date, Description, Theme
	Montrose Street	19	S. L. Tillinghast House, c. 1865, early Victorian; architecture.
48-50	Mumford House, c. 1850, early Victorian; architecture.	86	Parkinson Holloway House, c. 1875, late Victorian; architecture.
	Moose Horn Road		Queen Street
93	Edward May House, 1735, Colonial; architecture.	21	Marlborough St. School, 1898, late Victorian; architecture.
	New London Turnpike	57	Spencer House, c. 1840, Greek Revival; architecture.
—	New London Turnpike, 1816, early Republican; transportation, commerce.		Rector Street
	Peirce Street	53	Oscar Bergstrom House, 1925, early twentieth century; architecture.
21	Oliver Wickes House, c. 1785, early Republican; architecture.	59	Earl Dane House, c. 1898, late Victorian; architecture.
35	First Baptist Church, 1884, late Victorian; architecture.	—	Moses Barber House, c. 1875, late Victorian; architecture.
47	William Gorton Bowen, Esq., House, 1830, Greek Revival; architecture.		Reynolds Street
57	General Varnum House, 1773, early Republican; Revolutionary War, architecture, political.	43	_____ House, c. 1900, late Victorian; architecture.
70	Saint Luke's Church House, 1895, late Victorian; architecture.		Shippee Road
80	East Greenwich Free Library, 1914, early twentieth century; architecture.	—	Wightman House, 1740, Colonial; architecture.
90	Armory of the Kentish Guards, 1843, Greek Revival; military, architecture.	—	Silas Jones-Shippee House, 1762, Colonial; architecture.
100	Samuel K. Knowles House, 1851, early Victorian; architecture.		South Road
101	Saint Luke's Episcopal Church, 1875, late Victorian; architecture.	—	Huguenot Settlement Site, 1686, Colonial; settlement, archaeology.
112	Rose Cottage, c. 1850, early Victorian; architecture.	830	Richard Briggs Farm, 1725, Colonial; agriculture, architecture.
137	Hawkins House, c. 1780/c. 1850, early Republican/Greek Revival; architecture.		South County Trail
140	_____ House, c. 1890, late Victorian; architecture.	—	Mary Ellis House, 1938, early twentieth century; architecture.
154	Potter House, c. 1850, early Victorian; architecture.	2068	Spencer-Bailey House, 1735/1759, Colonial; agriculture, architecture.
163	Babcock House, c. 1860, early Victorian; architecture.	2153	Major Joseph Fry Homestead Farm, 1793, early Republican; agriculture, architecture.
185	Pitcher House, c. 1800, early Republican; architecture.	2196	Spencer-Fry House, 1696/c. 1815, Colonial/early Republican; agriculture, architecture.
	Post Road; Warwick	2233	Beehive House, c. 1870, late Victorian; architecture (moved).
—	Fort Daniel Site; Revolutionary War.	—	Frenchtown School (District #5 School House), 1833, Greek Revival; education.
	Prospect Street		
10	Daniel Burdick House, c. 1875, late Victorian; architecture.		

Number Street, Date, Description, Theme

- 2400 Jonathan Pitcher House, 1856, Greek Revival; architecture.
- 2678 Henry Tillinghast House, 1857, Greek Revival; architecture.
- 3337 Henry Reynolds House, 1716, Colonial; architecture.

South Pierce Road

- 62 Joshua Coggeshall House (Aaron Pierce House), c. 1690, Colonial; architecture.

Spencer Avenue, Warwick

- Silas Casey House, 1808, early Republican; architecture.

Spring Street

- 62 Spring Street Chapel and Settlement House, 1872 & 1870, late Victorian; ethnic history, social.
- 115 Holland House, c. 1875, late Victorian; architecture.
- 133 Reynolds-Greene House, 1858, early Victorian; architecture.
- 158 Edward Powers House, 1904, late Victorian; architecture.

Tillinghast Road

- Earthen dam to Card Saw Mill, c. 1750, Colonial; industry.
- 459 Card House, 1825, early Republican; architecture.
- 599 Tillinghast House, c. 1770, Colonial; architecture.
- 697 Dr. Tillinghast-Deacon Andrews House, 1773, early Republican; architecture.
- 864 Daniel Briggs-Philip Tillinghast Farm, c. 1725, Colonial; agriculture, architecture.
- 929 Hugh Bailey House, 1782, early Republican; architecture.
- 1037 Place House, c. 1780, early Republican; architecture.
- 1140 Mawney-Hopkins House, c. 1800, early Republican; architecture.

Union Street

- 25 Mrs. Wightman House, c. 1835, Greek Revival; architecture.

Wine Street

- Old Baptist Burial Ground, 1729; historic burial ground.
- 18 Wilcox House, c. 1850, early Victorian; architecture.

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