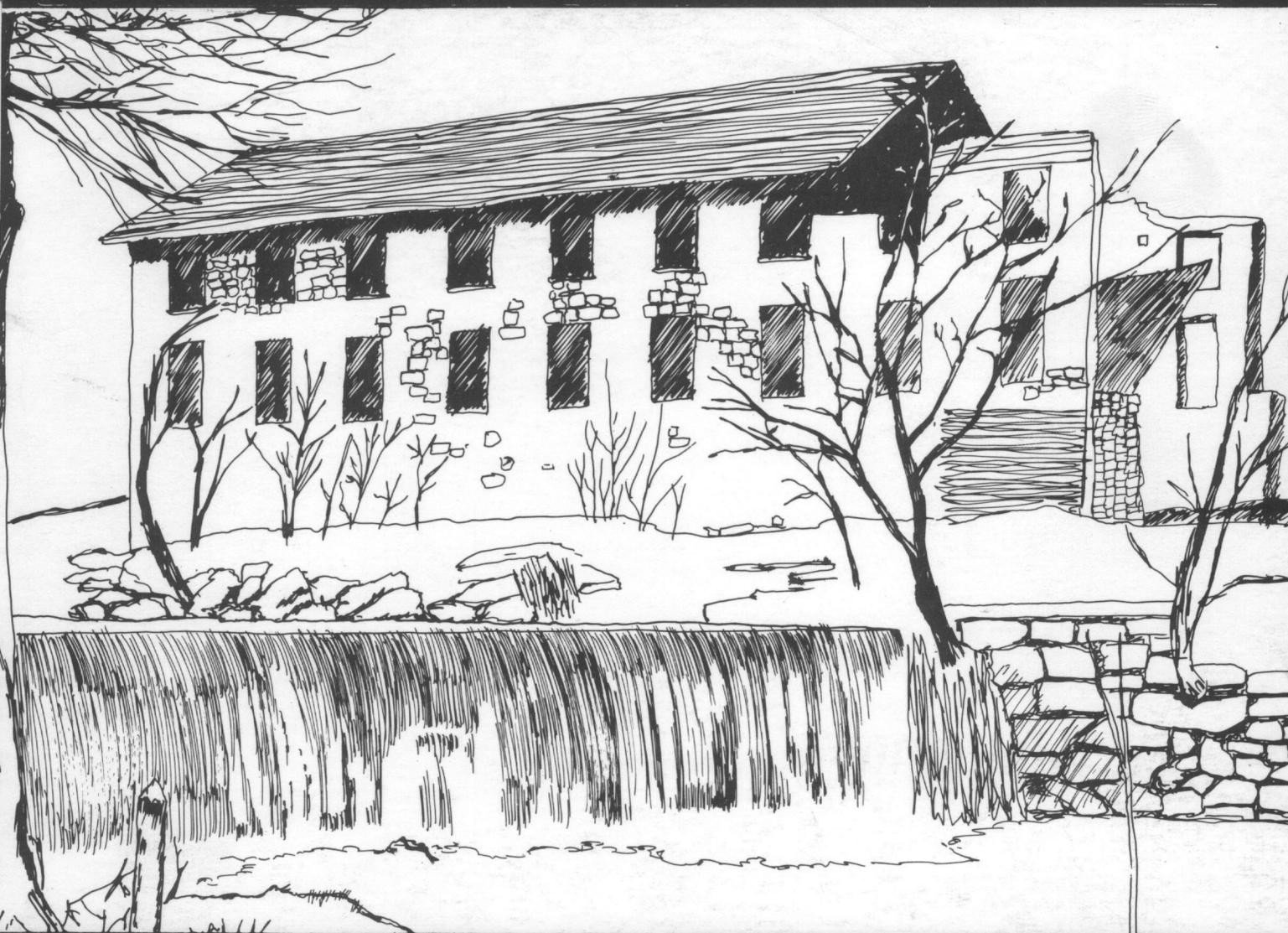


Historic and Architectural Resources of Richmond, Rhode Island: A Preliminary Report



Rhode Island Historical Preservation Commission

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

PRELIMINARY SURVEY REPORT

RICHMOND

This document is a copy of the original survey published in 1977.
It has not been corrected or updated.

Since the original publication:

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

December, 1977

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

RHODE ISLAND HISTORICAL PRESERVATION COMMISSION

150 BENEFIT STREET, PROVIDENCE, RHODE ISLAND 02903

PREFACE

The Rhode Island Historical Preservation Commission, established by the General Assembly in 1968, is charged with the responsibility of safeguarding Rhode Island's cultural heritage. In order to provide an overview of the physical record of this heritage, the Commission has initiated a series of "broadbrush" or preliminary planning surveys of the rural and suburban towns of the state. The purpose of these initial surveys is to identify and record properties of historic and architectural significance. Presently, archeological resources are treated through a separate survey effort being conducted by the Commission. The preliminary surveys provide a catalogue of nonrenewable cultural resources which is needed for a variety of planning purposes at the local, state and national levels. They identify sites, districts and structures eligible for nomination to the National Register of Historic Places and they become the basis for establishing historical preservation priorities based on problems and potentials discovered as part of the survey process.

The preliminary survey is accomplished by driving all public rights of way in a given town and noting on double-size United States Geological Survey maps (or other maps that may be more appropriate) each building or site of particular architectural, visual, cultural or historic significance.

The map notations include use, condition and architectural style or period if known. Each property is photographed and recorded on a standard data sheet which includes a physical description and historical information. The significance of each property is determined in a preliminary fashion and properties are designated as being in one of three categories: properties already in or approved for nomination to the National Register of Historic Places; properties recommended at the staff level for nomination to the Register; and other significant properties, some of which, with further study and review, may be determined to be eligible for the Register. Properties of less significance are not included. Archeological sites are covered in separate but coordinated preliminary surveys and are mentioned only incidentally in these studies.

Previous studies are reviewed, and town histories, reports and other readily available information are researched to ensure that all appropriate historic sites and structures are included in the study. Local planners and historians are consulted wherever possible.

Upon completion of the survey, finished maps are developed and a brief report written. The result is a preliminary document -- useful in the interim before a full-scale, intensive, cultural resource survey of the community has been completed. The Rhode Island Historical Preservation Commission

intends to conduct such surveys as soon as funds and
staffing are available.

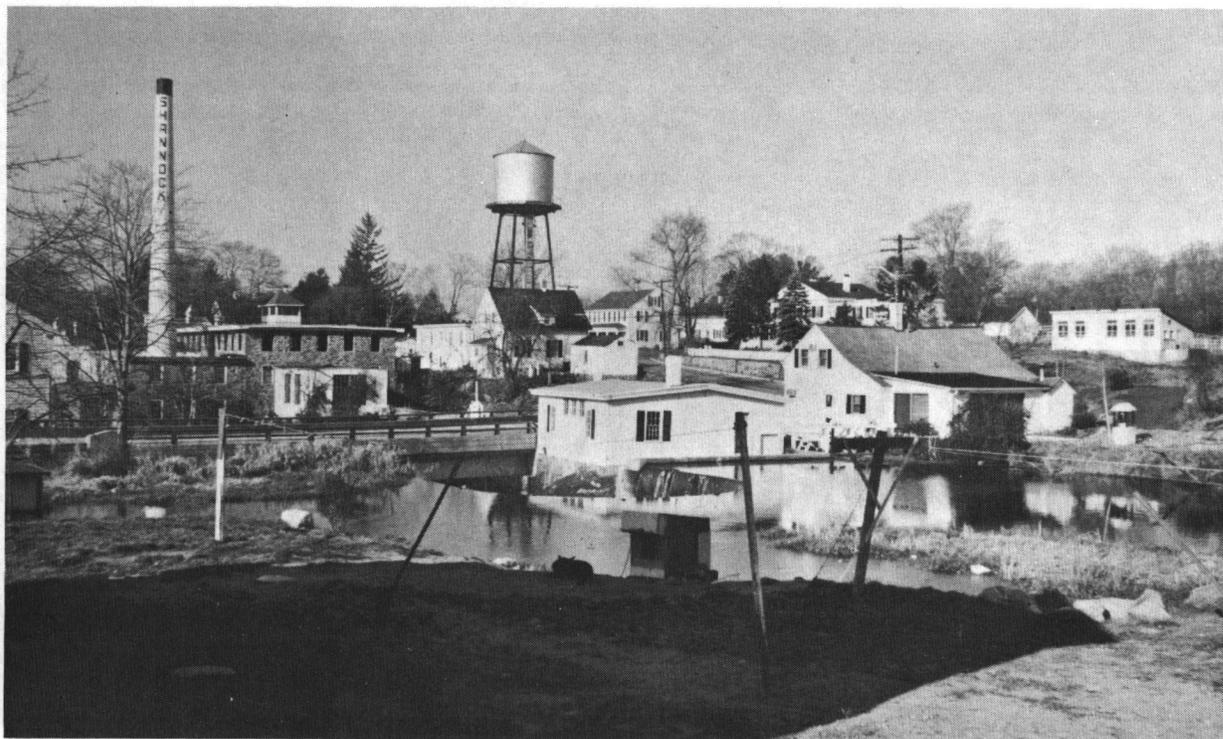
INTRODUCTION

The following study covers the historical and architectural resources of Richmond. It provides the basic information needed so that cultural resources can begin to be properly considered in making future planning decisions at all levels. The report includes a brief account of Richmond's developmental history together with a preliminary inventory of properties of historical and architectural importance in the town. The inventory numbers are keyed to a small-scale locational map bound with this publication. For more precise information on the location of properties, reference should be made to the large, preliminary (broadbrush), cultural-resource survey map prepared by the state Historical Preservation Commission and drawn at a scale of one inch to one thousand feet.

The Commission would like to thank all the Richmond officials and residents who assisted in the conduct of the preliminary survey and in the publication of this report.



Shannock Hill Road Landscape District; Shannock Hill Road. (Map # 9)
The Beaver River Valley Agricultural District is in the background.

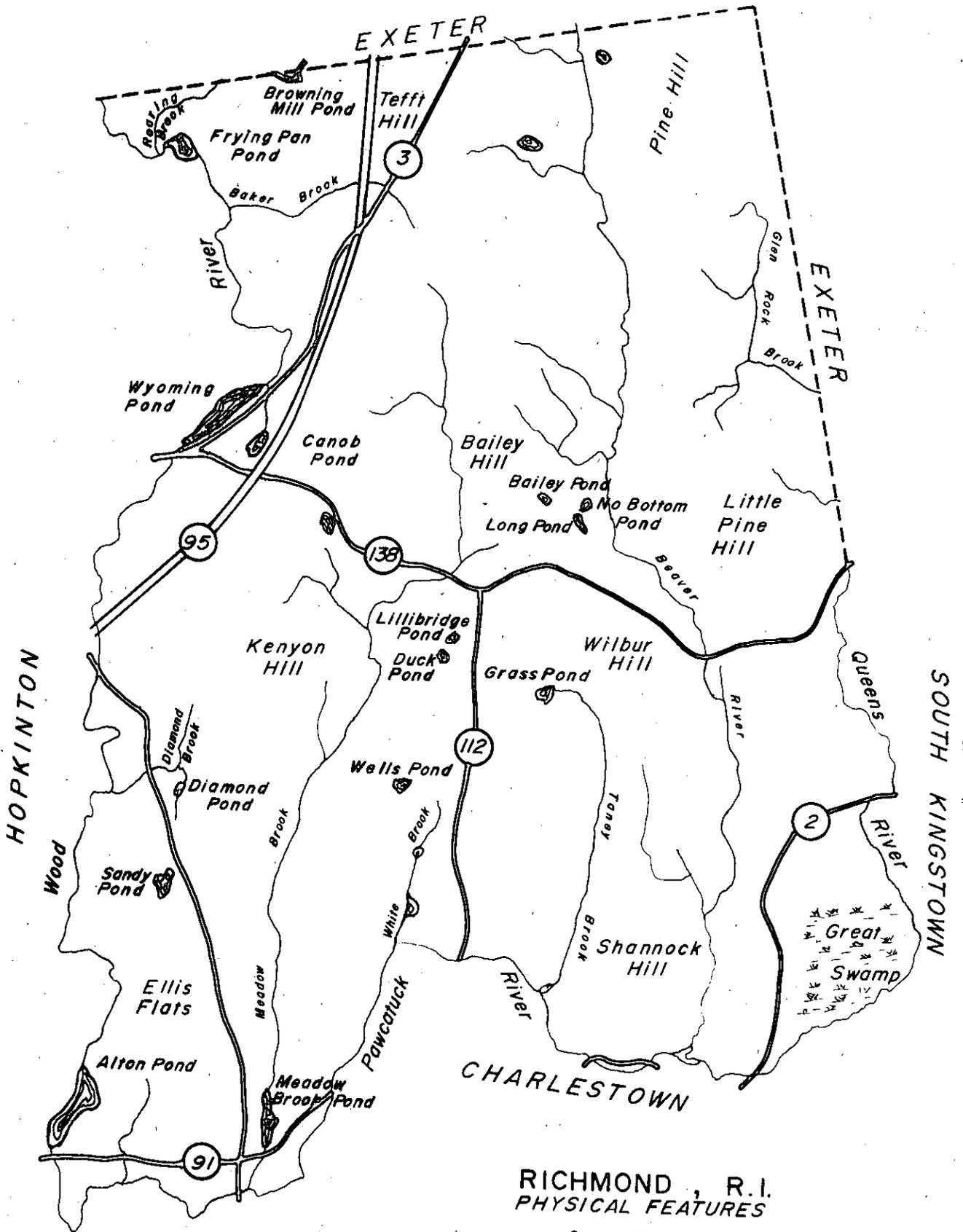


Shannock Village Historic District. (Map # 8)

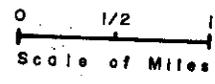
I. HISTORICAL AND ARCHITECTURAL DEVELOPMENT

The Town of Richmond, covering an area of 40.5 square miles in the center of Washinton County, is bordered by the towns of Exeter on the north and northeast, South Kingstown on the southeast, Charlestown on the south and Hopkinton on the west. Richmond, about twenty-five miles southwest of Providence and seven miles northwest of Westerly Village, is an interior town, but the Atlantic Ocean lies only about seven miles to the south.

Richmond has an uneven topography, with elevations ranging from less than 50 feet along the Pawcatuck River in the southwestern corner to 510 feet at Pine Hill at the northern extremity of the town. Other hills are Tefft Hill (479 feet), in the north; Little Pine Hill (360 feet), Wilbur Hill (298 feet), Kenyon Hill (260 feet) and Bailey Hill (249 feet), in the central part of Richmond; and Shannock Hill (287 feet), in the south. The southwest corner, at Ellis Flats, is comparatively level. Washington County's major waterway, the Pawcatuck River, forms the southern boundary of the town. The Queens River, which forms the southeastern boundary, and the Wood River, which makes up the entire western boundary, both flow into the Pawcatuck. The Beaver River is the principal interior waterway; it and several other south-flowing brooks--Meadow Brook, White Brook, Taney Brook and Glen Rock Brook--drain most



RICHMOND, R.I.
PHYSICAL FEATURES



of the town. Along the rivers there are several man-made ponds, which were created to supply water power, and there are several smaller ponds in the interior; but they are all relatively small in area.

In 1970, Richmond's population of 2625 ranked it 35th in population in Rhode Island; its population density is also among the lowest, with 65 people per square mile compared with a state average of 879. Most residents live in one of Richmond's several mill villages sited along the town's river borders to take advantage of water power to run gristmills and textile mills. Wyoming, Woodville and Alton, on the Wood River, and Kenyon, Shannock and Carolina, along the Pawcatuck, the largest centers, are located at the western and southern edges of the town. The little community of Usquepaug on the Queens River is on Richmond's eastern border. Only about half of each of these villages is actually within Richmond, the other half being across the river in a neighboring town. The single village wholly within Richmond's border is Wood River Junction on Meadow Brook. Outside the villages, the town's population lives in widely scattered dwellings set on large lots in the forested interior. The State owns large tracts in Richmond, including two management areas (Arcadia in the northwest and Carolina in the southwest), and several smaller parcels.

State highways 3 and 112 traverse Richmond in a north-south direction, and routes 91 and 138 cross it from west

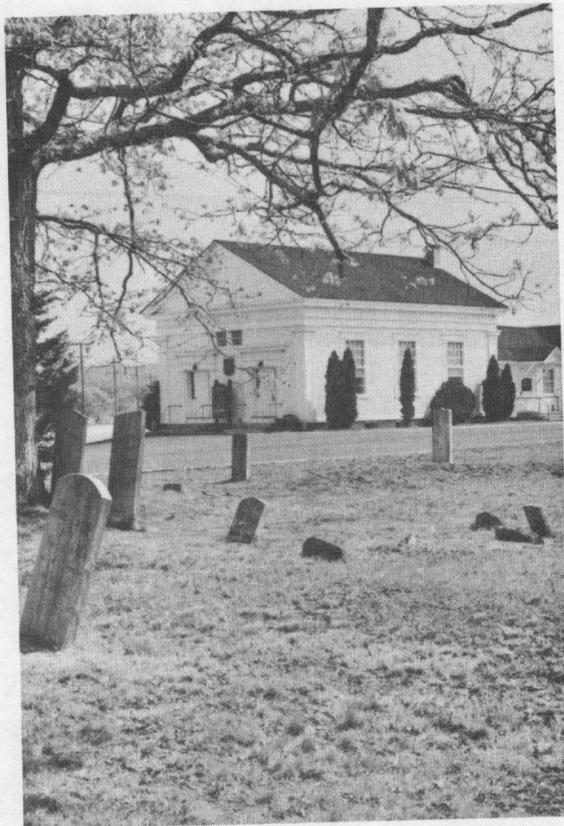
to east. Interstate Route 95, completed in 1970, cuts the town's north west corner; one interchange is located along this section of the highway in Richmond. To an extent, both in location and function, I-95 is a modern-day equivalent of the New London Turnpike--an improved, privately financed tollroad built in 1815--which crosses Richmond in the same area. The main line of the Boston-Washington railroad passes through southern Richmond, servicing Kenyon, Shannock and Wood River Junction.

John Babcock, the first settler in southwestern Rhode Island, took up residence in today's Westerly in the seventeenth century. When Westerly was organized by the General Assembly in 1669 it included the present towns of Richmond, Charlestown and Hopkinton. Settlement of the Richmond area was delayed for many years because of its relative remoteness and inaccessibility. However, after the General Assembly appointed a committee to dispose of the vacant lands held by authority of the colony, a large tract was sold in 1709. This sale, known as the Shannock Purchase, granted to twenty-seven buyers land comprising most of the present town of Richmond. George Babcock, one of the purchasers, acquired land south of Shannock Hill. Other early settlers included Samuel Barber, William Clarke and Thomas Lillibridge. In 1747, Richmond was set off as a separate town and named in honor of Edward Richmond, attorney general of Rhode Island from 1677 to 1680, who

took an active part in the settlement of the entire area.

Population grew rapidly during the eighteenth century; by 1709, when agriculture was the leading industry of Richmond (and of Rhode Island), there were 1760 residents in the town living on an estimated 250 to 300 farms. This farming population was as large as the land could support, and in the last decade of the century the town began to lose population. Serving Richmond's eighteenth-century farmers were gristmills and sawmills constructed along the town's rivers and brooks. In several instances, these early mill sites became industrial villages in the nineteenth century. There was also a need for a number of iron manufactures--plows and other farm equipment, nails, hardware and household goods like pots and pans. These were supplied locally in the eighteenth century by three works established along the Wood River. These "upper," "middle" and "lower" iron works later became Wyoming, Hope Valley and Woodville.

Several religious societies organized Richmond congregations during the eighteenth century. The earliest was the Wood River Six Principle Baptist Church, established by 1723. The Quakers organized before 1743, and, in 1773, the Second Baptist Church was organized. None of the original meeting-houses of these societies have survived. The Quakers disbanded in 1844, the Second Baptist Church built a house in



Wood River Six Principle Baptist Church; Nooseneck Hill Road.
(Map # 36)



Albert Potter House (1867); Richmond Town Road, Carolina. (Map # 4)

neighboring Charlestown and the original Wood River Church was replaced by a fine one-story Greek Revival building (36)* which still stands on Nooseneck Hill Road. This structure, and surrounding historical cemeteries, are recommended for nomination to the National Register of Historic Places.

No early mills survive, but several eighteenth-century farms have continued to the present. The John Hoxie Homestead (41), a one-and-a-half-story frame house off Richmond Town House Road, which has been approved for nomination to the National Register, was built in 1784. A particularly fine farm complex, the Clark Farm (3D) on Lewiston Avenue, which is recommended for the National Register, includes the seventeenth-century, one-and-a-half-story, gambrel-roofed house; an eighteenth-century corn crib, blacksmith shop and estate schoolhouse; and a Late Victorian barn set amid wooded hills and open fields bordered by dry-stone walls. There is also a family cemetery. Another farm complex is the Reynolds Farm (34), c. 1750, on the New London Turnpike. Several noteworthy rural landscapes are representative of the town's eighteenth-century appearance. A good example is the Cherry Croft Farm (9) on the

* Numbers refer to the map and to the list of historic properties at the end of the report.



John Hoxie Homestead, formerly the Kenyon Farm (1784); off Richmond
Town House Road. (Map # 41)



Porridge Hill (c. 1738); Hoxsie Road. (Map # 24)

northeast slope of Shannock Hill, a large boulder-strewn hillside lined with stone walls, overlooking the Beaver River Valley. Much of the Beaver River Valley south of Kingstown Road is open farmland, and, in addition to Clark Farm, includes three other notable farm complexes (3A, B and C). One of the last remaining rural sections of Richmond, the Beaver River Valley Agricultural District, is recommended for the National Register. Such areas have particular cultural significance because very little of the formerly open farm landscape survives. Most of the town, indeed most of Rhode Island, though once largely cleared of trees and transformed into cropland, pasture and meadow, is now forested.

The early years of the nineteenth century ushered in an industrial boom in textiles produced in small, water-powered factories. Most of Rhode Island's waterways were soon lined with mill villages, many located on old gristmill or sawmill sites. Richmond was no exception.

The industrial revolution in America, initiated by Samuel Slater in Pawtucket in 1790, rapidly transformed Rhode Island from an agricultural to an industrial state. In Richmond, the water power supplied by rivers and brooks began turning machinery which manufactured cloth from raw material; around the cotton and woolen mills sprung communities typical of many other Rhode Island mill villages.



Horseshoe Falls;
Pawcatuck River,
Shannock. (Map # 8)

Rural Landscape; Shannock
Hill Road. (Map # 9)



Barn (late 19th century);
on Clarke Farm, Lewiston
Avenue. (Map # 30)

Between 1810 and 1866, textile mills were built and enlarged in eleven separate villages in Richmond. Of these, ten superseded pre-existing gristmills or sawmills. These formerly self-contained small villages are all historically significant; several are noteworthy enough to be placed in the National Register. Because each village had its own development and growth--its own history--each will be discussed individually.

Wyoming (14), settled in 1757, was the site of a gristmill. By 1787 the upper works, or "Brand's Iron Works," was operating on the Hopkinton side of the river at Wyoming, and it continued operation into the 1820s. In 1814 a company was organized to erect a new factory, known as the Brother's Cotton Manufacturing Company; and, a year later, the New London Turnpike was built through the village. Gradually, business establishments--stores, a blacksmith shop, a carriage manufactory, a bank and a tavern--became part of the village scene. In the late nineteenth century, Wyoming was a thriving village, with a cotton mill along each side of the Wood River and shops, stores, a hotel and residences strung out along the roads; but the mills foundered economically in the early twentieth century. They eventually closed and were destroyed. In 1970, Interstate Highway 95 was constructed just east of the village, and a new commercial area developed there. Today, Wyoming, which is a National Register Historic District,



Main Street; Shannock Historic District. (Map # 8)

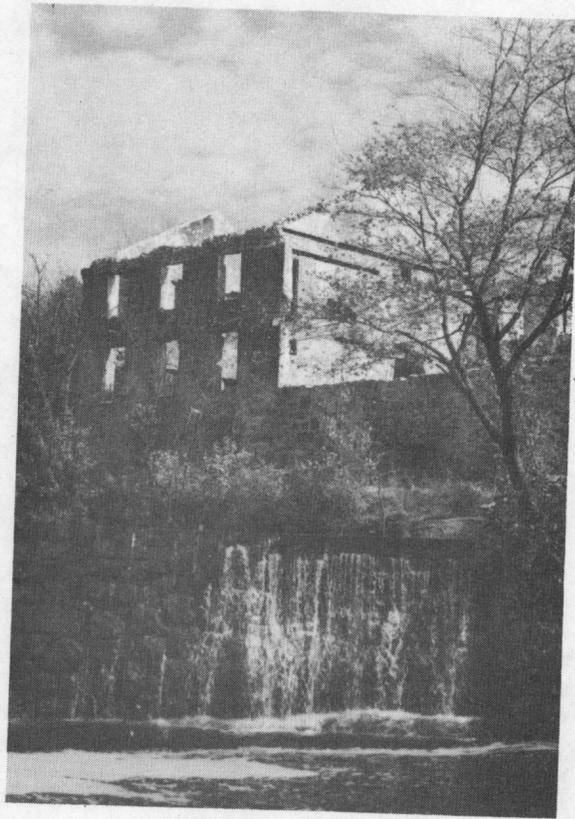


Kingstown Road; Wyoming Historic District. (Map # 14)

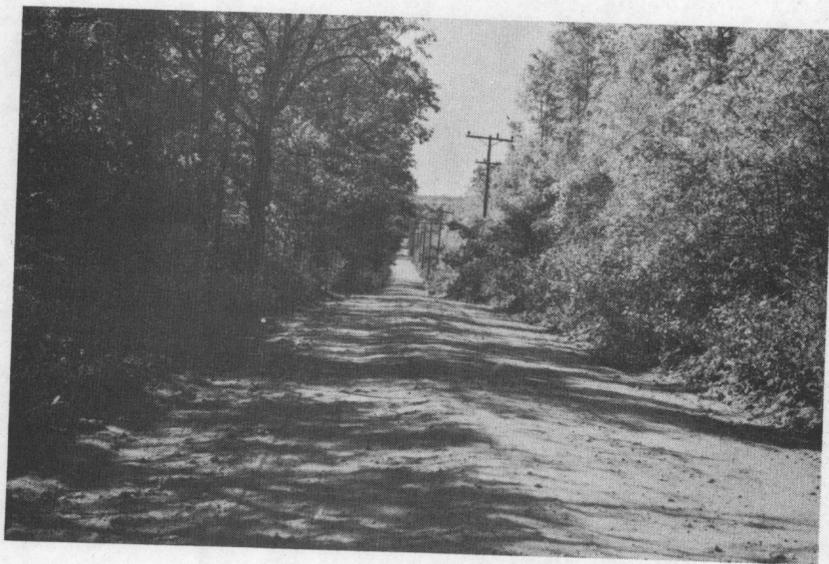
retains much of its nineteenth-century character.

The Middle Iron Works, or Carpenter's Mill, now the village of Hope Valley (6), was settled about 1778 by Hezekiah Carpenter who established an iron works on the Hopkinton side of the Wood River. About 1784, a gristmill was built on the Richmond side, and later a sawmill was built across the river. The first cotton factory in Richmond was erected here in about 1810. It was later enlarged and improved, and another cotton mill and the large machine works of Nichols and Langworthy established on the Hopkinton side. Near the Richmond mill developed a small community of about a dozen residences and a store. The mill ceased operating in the twentieth century and in the last few years has suffered extensive deterioration; today it is only a picturesque ruin. Most of the nineteenth-century mill houses are extant, however, as is a well built, curved dam on the river. These are the legacy of a formerly more prosperous mill village.

At Woodville (13), several miles downstream, a gristmill was established on the Richmond side in the eighteenth century. Later, Simeon Perry built a gristmill and also manufactured iron at "Perry's Iron Works"--the lower works--on the Hopkinton side. Subsequently, textiles were produced and iron manufacturing ceased. About 1861, a stone factory which manufactured socks was built on the Richmond side. A small community evolved along the river, at one time



Mill Ruins and Curved Dam; along the Wood River in Hope Valley.
(Map # 6)

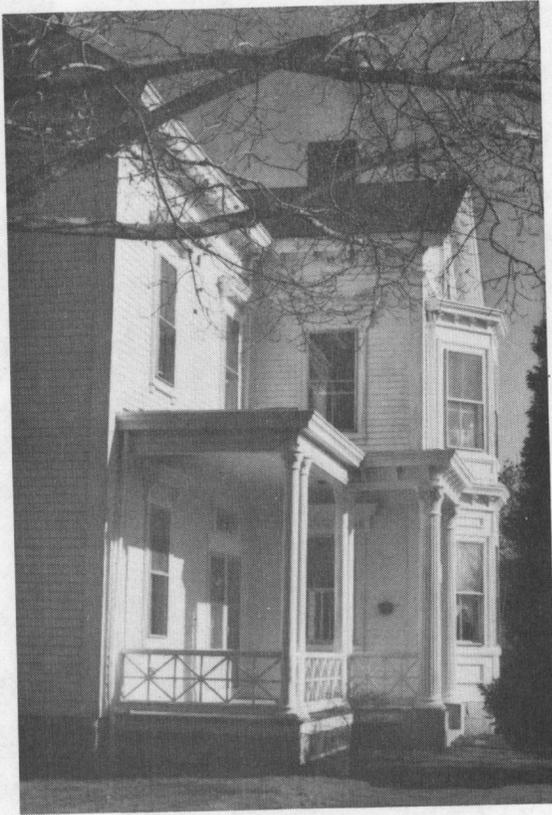


New London Turnpike (1815). (Map # 33)

including the Woodville Seventh Day Baptist Church, built in 1847, and a railroad depot. Today, the mill, church and depot are gone, and there are few indications that Woodville was ever a manufacturing community; only a few houses have survived around the picturesque dam and falls.

Kenyon (7), along the Pawcatuck River, was the site of an iron manufactory and sawmill established before 1772. In the early nineteenth century, a wool-carding mill was set up, and in 1820 Thomas Holburton sold "Holburton's Mills," as Kenyon was then known, to Lewis Kenyon, whose sons subsequently succeeded him in running the business. A stone mill for woolen and cotton goods manufacture was built in 1844, and other mills were added in 1866 and 1893. Houses were built, as well as a stone store, post office and railroad depot. Unlike most other mill villages in Richmond, the mills in Kenyon are still operating, and the village is generally well preserved.

At Shannock (8), the falls were used by the Narragansetts for fishing long before European settlers arrived. The Narragansetts reportedly defended their fishing rights against the Pequots at a hill just south of the falls. By 1762 there were a sawmill and a gristmill. After Joshua Clark became owner in 1771, the section around what later became Horseshoe Falls was known as Clarke's Mill. Here, just below the handsome horseshoe falls, a cotton factory was built in 1838. A fine, Greek Revival, stone, cotton mill was erected in 1849,



House (c. 1895); Kenyon. (Map # 7)



Double House (c. 1840); Shannock. (Map # 8)

and in 1902 the Columbia Narrow Fabric Company was organized and manufactured elastic webbing in the mill. Brick additions were made to the stone mill in 1907, 1916 and 1923. At the western part of the village, below Clarke's Mills, was another textile mill complex, centered on a stone mill and a wooden factory, which began operating in 1850; at first cotton cloth was manufactured, then woolens. As late as 1869 this section was known as Shannock Mills. Eventually a road was constructed which joined both places, and subsequent residential growth gave the two a singular identity. By 1918, Shannock was regarded as a model village containing attractive and varied houses. Today, Shannock's aesthetic appeal is enhanced by its topographically varied hillside location on the winding river. Although the mills at Shannock are vacant, the well preserved village, extending across the river into Charlestown, retains most of its late nineteenth-century structures and is recommended for the National Register.

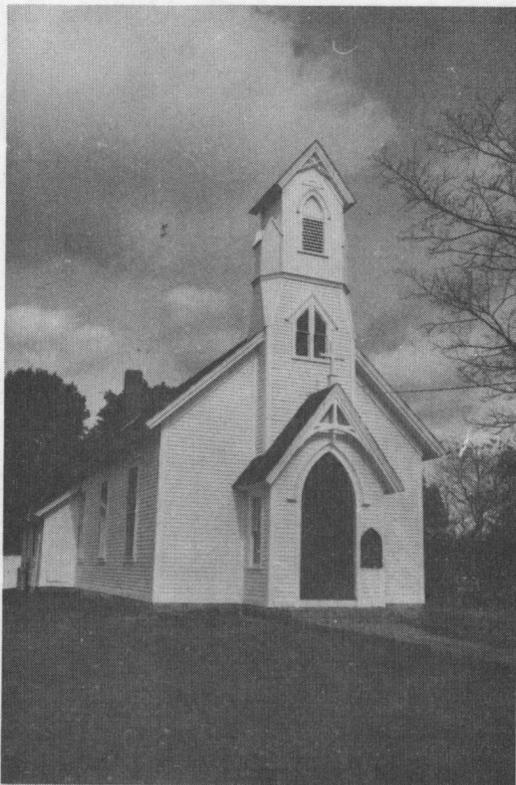
Further downstream along the Pawcatuck River is the former mill village of Carolina (4), also a part of both Richmond and Charlestown. In 1802, Joseph Nichols built a wooden dam and a gristmill along the river. In 1837, a more substantial dam was built; in 1841 Rowland G. Hazard, who pioneered wool manufacturing in Rhode Island, bought the water rights, dam, mill and land along both sides of the river, and built a stone cotton mill and other buildings.

including a stone schoolhouse. The village of Carolina came into existence. In 1862, the mills converted to woolen machinery, manufacturing cassimeres, and were operated until about 1935. Since then they have been idle and have fallen into ruin. Today, the Richmond side of Carolina Village consists of a corridor of small-scale, mid-nineteenth-century, domestic buildings, most of them simple one-and-a-half-story cottages. Except for the condition of the mill complex, the nineteenth-century village is relatively intact and has been entered in the National Register of Historic Places.

Alton (1), on the Wood River, is different from the other mill villages because it was not a gristmill or sawmill site before being developed for textile manufacturing in the mid-nineteenth century. David L. Aldrich, who was involved in several manufacturing enterprises in this part of the state, selected this property for manufacturing, erecting a mill in 1862 which produced high-quality cassimeres. Around 1879, William A. Walton purchased this mill and set about making the place into a model industrial village. Walton built several double tenement houses, planted more than 200 rock maples, formed a brass band and a fire department, had sidewalks laid and allowed each tenant the use of a small plot of land for a garden. A church was also built at this time. When the post office was established it took its name from Walton's name. In



Bell School (1826); Kingstown Road. (Map # 28)



St. Thomas Episcopal Church; Alton-Carolina Road, Alton. (Map # 1)

1898, the village suffered a setback when the woolen mill burned down, but the Alton Manufacturing Company, which secured control of the property, built a one-story brick mill in 1906. Today, the mill is still operating in Alton and many of the village's nineteenth-century buildings are intact.

The Richmond-South Kingstown boundary line runs though the village of Usquepaug (11), along the Queens River in the eastern part of the town. Before 1708, a gristmill was established along the river and by 1844 Mumford's Mills, as it was then known, contained a gristmill and a small textile mill. Thomas Kenyon purchased the gristmill and a wool-carding mill from Silas Mumford in 1820. The "Independence Mill," in South Kingstown, built in 1836, manufactured Kentucky jeans until it burned in 1866. It was never rebuilt. In 1886 a new gristmill was built in the South Kingstown part of the village by John Tarbox. In 1909, Charles D. Kenyon purchased the mill and he began packaging Kenyon's Johnny Cake Meal, a product which has made Usquepaug known to many Rhode Islanders and what is now known as the Kenyon Mill famous. In the late nineteenth century, the village was an important local center, containing a gristmill, a tavern, a store, a Baptist Church, a carriage factory, a school, a grange and a trotting race track, most on the South Kingstown side. Kenyon's Grist Mill, still grinding meal today, is recommended for the National

Register. In 1925 a new section of highway, now part of Route 138, bypassed the village, preserving its quiet and subtle charm.

In the northwest corner of Richmond at Arcadia (2), a sawmill was built near the Exeter town line. The Arcadia Manufacturing Company erected a mill in 1836, and a "lower" mill was built in 1847. Shortly after 1865, when D. L. Aldrich & Company acquired the place, the mills were enlarged, several tenements and a store were built and a meeting hall was erected. The mills eventually ceased operating and little trace remains of them today, but other nineteenth-century structures, including worker's houses, remain to identify Arcadia and to associate it with its former industrial mill village history.

Several miles east of Arcadia, also along the Exeter line, is a small neighborhood of a few houses on or near the New London Turnpike, the only trace of what was once the community of Tug Hollow (10). Eighteenth-century gristmills and sawmills served the local agricultural neighborhood; then, about 1811, Robert Reynolds built a factory and manufactured woolen goods. Industry continued, in enlarged and rebuilt mills, with the greatest period of prosperity occurring during the Civil War. Around 1890, however, the mills became idle and the neighborhood reverted to a quiet rural neighborhood.

Hillsdale (5), along the Beaver River south of Tug Hollow, has a similar history. A gristmill was built here about 1800 by Jonathan Potter. In 1828 a factory was erected which carded wool and later manufactured Negro cloth. But by the end of the nineteenth century, only the houses remained. Today, a few houses, the stone mill ruins (visible along Hillsdale Road) and a pond are the only vestiges of the community.

The construction of the Stonington and Providence Railroad through the southern part of town about 1837 was the raison d'etre for the birth of Wood River Junction (12). In 1855, when it was known as Richmond Switch, there were only a railroad station and one house. By 1870, it contained a store, several houses, a gristmill, a wood shop and a blacksmith shop along the Pawcatuck River. The place, which was identified as Wood River Junction by 1895, today is a residential neighborhood of several middle-to-late nineteenth-century houses around the crossroads at the southern end of town.

All of the villages, some of which have lost their identity, are the legacy of a very active period in the town's history. During the nineteenth century, many of the townspeople became involved in manufacturing. Between 1840 and 1850 the town's population increased by 31 per cent, and by 1870 it had peaked to a total of 2064 people, a

population not achieved again until 1960. After 1870, there was a gradual decline until the 1920s, when the town's population once again began to increase. While Richmond's mill villages were typical of those throughout Rhode Island, the population here remained essentially Yankee. In 1895, when a large percentage of the state's population was comprised of immigrants, only 12 per cent of Richmond's population was foreign born.

Although much attention was given to manufacturing during the nineteenth century, the mill communities were small, compact places, occupying a very small part of Richmond's land. Farming continued to be important throughout the century, while grazing and dairying the leading agricultural pursuits. As late as 1846, the Richmond Town Pound (18), which is recommended for the National Register, was built near the center of town, and a number of nineteenth-century residences, whose details follow the Greek Revival and several Victorian styles, were built in the rural interior. The first schoolhouse was built in Richmond about 1806; in the 1830s most of the district schools, small, simple, one-story structures, were built around town.

Thomas A. Tefft, who was born and raised in Richmond, taught school for a short time in Richmond at "Quarrelsome Corners." Henry Barnard, the noted nineteenth-century educator, "discovered" Tefft's latent talent and assisted



Richmond Town Pound (1846); Carolina-Noose Neck Road. (Map # 18)



Dawley Park Shelter (1937); Nooseneck Hill Road. (Map # 35)

him in his study of architecture. Thomas Tefft's drawings were used for Barnard's lectures and as the basic plan for many schoolhouses erected during Barnard's period in office. Tefft's reputation as one of America's outstanding architects of the mid-nineteenth century, however, was based on his designs for public buildings, churches, commercial buildings and private residences--all erected outside Richmond. Today, Tefft's home and the school in which he taught are gone, but he and the Tefft family (who were early residents of the town) are remembered in a monument in the Wood River Cemetery.

The twentieth century has brought relatively few changes, so that the stamp of the eighteenth and nineteenth centuries is still deeply imprinted on Richmond. Today, Richmond is dicotomized into urban clusters around the edges of the town and a sparsely populated interior. In several places, notably near Wyoming, modern housing developments have been built, and, although some agricultural landscapes have persisted for several centuries, most of the town's hills and vales are in forest. Interstate 95 and attendant commercial developments near Wyoming are modern developments that contrast sharply with Richmond's historical character, but the highway only passes through a corner of the town and avoids the areas of greatest historical interest.

A noteworthy characteristic of Richmond is that, architecturally, it contains no monumental, or individually

outstanding buildings. Richmond was, and is, essentially, a community of hard-working people, whether farmers, factory workers, businessmen or school teachers. The residential buildings in Richmond are predominantly of the nineteenth century, one-and-a-half-story cottage type or the two-story vernacular type in the rural areas, while double tenement houses are common in the mill villages. Most were built by anonymous builders for anonymous people. But, it is this fact which makes them important. All of the properties surveyed in the Town of Richmond, comprise the town's most important cultural resources. Collectively, they are Richmond's material history.

The Inventory and accompanying map (section III) identify buildings, structures, sites and districts considered by the Rhode Island Historical Preservation Commission to be of cultural significance to the town, state or nation and worthy of preservation. Future planning decisions affecting these properties should take their cultural importance into consideration.

II. THE NATIONAL REGISTER OF HISTORIC PLACES

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. It is the official inventory of the nation's cultural and historical resources which are worthy of preservation. National Historic Landmarks, the nation's most historically important buildings and sites, are included in the National Register of Historic Places as well as other properties of national, state and local significance which have been nominated by the states and approved by the National Park Service.

Several Richmond structures are already listed in the National Register. Placement affords them a limited form of protection from potentially damaging federal programs through a review process. They are also eligible for certain tax benefits and federally funded matching grants in aid for restoration. As a result of this survey a number of additional structures, sites and districts have been recommended for nomination to the National Register.

The following is a list of districts, structures and sites on or approved for the National Register in Richmond:

- Carolina Village Historic District (Map #4)
- Wyoming Village Historic District (14)
- John Hoxie Farm (Old Kenyon Farm), Richmond Town House Road (41)
- Link Farm (Clark Farm), Lewiston Avenue (3D)

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

- Beaver River Valley Agricultural District (3)
- Shammock Village Historic District (8)
- Richmond Town Pound, Carolina-Nooseneck Road (18)
- G. S. Kenyon House, Hope Valley Road (23)
- Reynolds Farm, New London Turnpike (34)
- Dawley Park Shelter, Nooseneck Hill Road (35)
- Wood River Six Principle Baptist Church and Cemeteries (36)

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

III. PRELIMINARY INVENTORY OF CULTURAL RESOURCES

This list is an annotated key to the preliminary survey map of Richmond. The numbers refer to the map* at the back of the report (e.g., 1--Alton Historic District). Material in the inventory is presented in three categories: historic districts and areas, which are listed first; individual properties, which are listed by streets in alphabetical and numerical order; and archeological sites. Properties on or approved for the National Register are indicated with two astericks (**), and properties recommended for consideration to the National Register are indicated by one asterick (*). All other properties are significant; upon further investigation and review some of these may be deemed eligible for the National Register and be nominated. Dates and names which appear in parentheses at the end of notations refer to their identification on nineteenth-century maps. In each case, the earliest map on which the structure or site appears has been used; for example, for number 3-D, the Link Farm, (1855 - B. Clark) means that the house is shown on the 1855 map with B. Clark's name beside it. Dating of structures, or their historical and architectural period, is determined by the use of plaques, written material, maps and knowledgeable residents or by architectural styles and use of construction materials. Following is a list of the historical period designations

used in this report and the time span during which the style was most popular:

Colonial: From the time of settlement to 1800

Federal: 1775-1835

Greek Revival: 1825-1860

Early Victorian: 1840-1870

Late Victorian: 1870-1900

early 20th century: 1900-1940

mid-20th century: 1940-1975

late 20th century: 1975 to the present.

* A more detailed map, at a scale of 1" to 1000', which locates places and outlines districts more precisely, is on file at the Rhode Island Historical Preservation Commission and in the Richmond Town Hall; copies have also gone to the State Department of Transportation, the Statewide Planning Program and the Department of Community Affairs.

DISTRICTS

1. Alton Village Historic District: The Village of Alton, in the southwest corner of Richmond along the Wood River, came into existence when Daniel Aldrich built a woolen mill here in 1862. In 1880, the village was bought by William A. Walton and he built thirty-two mill houses and a store. The village, known as Plainville, was renamed soon after to honor Walton, who attempted to create a model mill town. He built more houses, a church and sidewalks; initiated a tree planting program; and allotted garden plots to each tenant for their personal use. A brass band and a volunteer fire company were also organized through his efforts. The mill burned in 1898; in 1906 the entire village was purchased by the Alton Manufacturing Company which erected the present mill. (1870-Plainville.)
 - A. Alton Mills (1906): The present 1-story brick mill and buildings occupying the site of the original 1862 mill. (1870-Woolen Mills.)
 - B. Mill Houses (middle-to-late 19th century): About a dozen 1- and 1½-story double houses near the western end of the village are representative of Alton's mill village era.
 - C. Saint Thomas Episcopal Church: A 1-story, frame, Carpenter Gothic church with a belfry at the gable end. (1895-Union Church.)
2. Arcadia Village Historic District: Arcadia, in the northwest corner of Richmond on the Exeter town line, is a formerly thriving mill village. It was the site of an 18th-century sawmill which in 1836 became the location of the Arcadia Manufacturing Company. In 1846, the "lower" mill was built. Both mills were enlarged and improved in the late 19th century; at one time they contained a total of 6000 spindles. The mills are now gone, however, and Arcadia is a quiet residential community bordering a large state park. Several groups of 1-story, single and double mill houses remain, along with the reservoir, dam and power trenches. (1855-Arcadia. Harris Mill, school and houses.)

*3. Beaver River Agricultural District: Along both sides of the Beaver River, from Kingstown Road in the north and extending south to the vicinity of Kenyon, is a gently rolling landscape with a large amount of open land, parts of which are still actively farmed. The open spaces, mostly pasture, lined in many places with stone walls, are a legacy of the town's early agricultural era.

A. Hoxie House (late 18th-early 19th century): A 2½-story center-chimney farmhouse with a central entry in a 5-bay, south-facing facade, located on Beaver River Road. There is a 2-story wing at the rear. The farm's outbuildings, mostly in decay, lie across the road, and the house is located in the midst of fields. (1855-S. Hoxie.)

B. Longdenholme (late 18th-early 19th-century): A 1½-story, wood-shingle house with a central entry in a 5-bay, south-facing facade, and a stone center chimney, located on Beaver River Road. There is a very fine outbuilding complex nearby, consisting of several wood-shingle barns and sheds, and there are open fields to the north and south. (1855-shown on map; 1870-W. Green.)

C. Jamesford (late 18th-early 19th-century): A 1½-story center-chimney house with a 5-bay, south-facing facade, located on Beaver River Road. There is a large gambrel-roofed, wood-shingle barn across the road. The farm complex is in the center of a large area of open fields, and to the south is a row of maple and tulip trees lining the road. (1855-G. S. James.)

**D. Clark Farm: Located on Lewiston Avenue, the 1½-story, gambrel-roof dwelling--the Samuel Clarke House, c. 1680--with a large, stone, center chimney and a central entry in a 5-bay, south-facing facade, is the focal point of the farm. The outstanding farm complex near the house includes a raised corn crib, sheds, a 1-room schoolhouse, a machine shop and a Late Victorian shingled barn with a cupola. This farm is a large property, encompassing cultivated fields, a well landscaped lawn with fine trees and a well preserved family cemetery nearby. It lies along the east side of the Beaver River Valley north of Kenyon. (1855-B. Clark.)

**4. Carolina Village Historic District: The Richmond side of this historic village consists of a corridor of small, mid-19th-century domestic buildings, north of the Pawcatuck River along Richmond Town House Road and the mill complex itself, on the river in the village center.

There are about two dozen houses, mostly simple 1- or 1½-story cottages, built between 1840 and 1870. Approximately one half are Greek Revival or mid-Victorian, differing only in details. The village was started in 1802 when Joseph Nichols established a gristmill here. In 1841, the village began its greatest growth when Rowland G. Hazard purchased the place and built many of the present houses and the school. He named the village Carolina for his wife. The mills were in continuous operation until about 1935; they have been idle since then and are deteriorated. The village today is on a little-traveled highway and its many fine and well preserved buildings, with few modern intrusions, provide a good sense of the 19th century. (1831-Nichols Bridge.)

- A. Carolina Mills: A neglected complex of mostly early 20th-century mills along a mill trench and the Pawcatuck River. (1855-shown on map; 1870-Tinkham and Metcalf Woolen Mills.)
 - B. Former Carolina School: Now a residence with several additions, the original 1-story stone section was built by Rowland Hazard in 1845 and owned by the mill owners until 1871. (1855-School.)
 - C. Albert Potter House (1867): This rare, Early Victorian, 2-story, octagon building with a central octagonal belvedere is the one notable architectural structure on the Richmond side of the village. (1870-A. S. Potter.)
 - D. Ellison Tinkham House: A 2½-story, Queen Anne house built by Ellison Tinkham who was a part owner of the mills between 1868 and 1907.
5. Hillsdale Historic District: A grouping of several houses, a mill pond and mill ruins along Hillsdale Road and the Beaver River in the northern part of Richmond. They are all that remain of Hillsdale, a small settlement which was created about 1800 when a gristmill was built on the river. Originally, it was known as Moore's Mills. In 1828, a wool-carding mill was constructed, which later made Negro cloth and operated until the end of the 19th century. (1831-Moore's Mills.)
- *6. Hope Valley Historic District: A residential community along the Wood River in the western part of town, bordering on Hopkinton. Most of what is now Hope Valley is located in the latter town; this section, in Richmond, is part of the proposed National Register district in Hopkinton. An 18th-century gristmill operated here, and in 1810 a mill was built which was said to be the first to manufacture cotton in

Richmond. In 1853, Daniel L. Aldrich acquired the place and enlarged the mill considerably. The dam, which has a pronounced curve, was once regarded as a model of a good mill design. In the mid-20th century, the mill was vacated and deteriorated through neglect; today, only part of the exterior shell remains. The former company store and about two dozen houses survive in this small enclave. (1831-Arnold's Factory.)

7. Kenyon Village Historic District: A small community along the Pawcatuck River near the South County Trail in the southern part of Richmond and extending into Charlestown. A sawmill and iron manufactory were operating here as early as 1772. In the early 19th century, when it was known as Holburton's Mills, a mill was built to card and weave fibers. In 1844, Abiel Kenyon built a stone mill for the manufacture of cotton and woolen goods, and in 1866 another mill was built and improvements and additions made to the existing mills and to the village which was renamed Kenyon. In 1889, a railroad station was established along the main line of the New York, Providence and Boston railroad which passes through the village. The mills, today known as the Kenyon Piece Dye Works, continue to operate. (1831-Holberton Bridge.)
- A. Kenyon Mills (1844, 1866 and later): This large industrial complex near the river consists of multi-storied brick and stone mills. (1855-Kenyon's Mills; 1870-E. Kenyon, Cotton and Woolen Mills.)
- B. Mill Houses (mid-19th century): A row of three 1½-story double houses, and other varied mill houses in the village. (1855-?: 1870-shown but not identified.)
- C. House (early 20th-century): A 2½-story bracketed cross-gabled house set on a large lot at the east end of the village. There is a fine entry to the grounds through an iron gate set in granite posts.
- *8. Shannock Village Historic District: A former Indian fishing grounds and mill village located along both sides of the Pawcatuck River and extending into Charlestown. The first owner of the place was Jeffrey Wilcox. In 1762, when Jeremiah Browning was deeded the land, it contained a sawmill and a gristmill. Joshua Clark became the owner in 1771, and the section around Horseshoe Falls was known as Clarke's Mill for the family which was preeminent in the village for about two centuries. In 1849, Charles and Simeon Clark, brothers, built a stone cotton mill just below the falls, which resulted in the village's greatest growth spurt.

Around 1834, another mill was built by John T. Knowles on the river a short distance downstream, not far from the railroad depot. It was known as Shannock Mills as late as 1869 when George Weeden occupied two mills and manufactured both cotton and woolen cloth. In 1870, the entire village was known as Shannock Mills P. O. Another stimulus to growth was provided in 1902 when George P. and Henry G. Clark organized the Columbia Narrow Fabric Company and began the manufacture of elastic webbing in the original stone mill. Additions to the mill were made in 1907, 1916 and 1923, and the village enjoyed a period of prosperity for many years. In mid-century the mills ceased operating and were neglected until the recent past, when the village was purchased and work begun toward re-use of the mill buildings, at least in part. Today, the picturesque appeal of Shannock is enhanced by a road which winds along the river valley, up and down some small hills. (1831-Clarke's Mills.)

- A. Stone Mill (1849, with later additions): A 2½-story, Greek Revival structure with a central cupola and monitor windows. Later (early 20th-century) brick additions are behind the mill. It was renovated in 1975-1976. (1855-? 1870-S. P. Clark, Cotton Mill.)
 - B. Horseshoe Falls: A horseshoe-shaped waterfall flowing over a granite block dam on the river above the mills.
 - C. Railroad Station: A 1-story, hip-roofed, Late Victorian railroad depot, now idle. (1855-Depot shown on opposite side of tracks.)
 - D. Memorial Hall (early 20th-century): A 2-story, hip-roof, bracketed structure set atop a hill with a commanding view of the village and river. (1895-not shown.)
9. Shannock Hill Rural Landscape District: Along the north side of Shannock Hill Road, in the southern part of town, is a large open area of boulder-strewn fields and stone walls along the northeast slope of Shannock Hill. In the center of the farmscape is a large, rambling, farm complex. There is a good view to the northeast of the Beaver River Agricultural District in the valley below. (1855-farm shown on map.)
10. Tug Hollow Historic District: Tug Hollow lies along the northern border of Richmond on the New London Turnpike; a gristmill was built by William Reynolds there before 1800. Around 1810, a factory was built

to manufacture woolens. In 1836, the mill was converted to the manufacture of cotton goods, and after the Civil War it was used as a basket factory briefly before being vacated. The mill is now gone and little remains besides a mill pond and dam and several houses, including a 1½-story, center-chimney, early 19th-century dwelling. (1831-Reynold's Factories.)

11. Usquepaug Village Historic District: A small community along the Queens River, partly in Richmond and partly in South Kingstown, at the eastern boundary of Richmond. Before 1708 a gristmill was built and operated here by S. Mumford. By 1744 Mumford's Mills contained a gristmill and a small textile factory. In 1820 Thomas Kenyon purchased the gristmill and wool-carding mill from Silas Mumford. The "Independence Mill," in South Kingstown, was constructed in 1836. It manufactured "Kentucket jeans" until destroyed by fire in 1886. It was never rebuilt. The most important building today is Kenyon's Grist Mill (Kenyon's Corn Meal Company, Inc.), built in 1886 by John Tarbox. Charles D. Kenyon purchased the mill in 1909 and was the first to package Kenyon's Johnny Cake Meal, a well known Rhode Island product. This 2-story, frame, Late Victorian structure, which is in South Kingstown, has a low-pitched gable roof and is located along the mill pond. It is recommended for the National Register. Remains of a previous mill trench behind the mill are covered by a later mill addition. A new section of highway, now part of Route 138, bypassed the village in 1925 so that, today, Usquepaug is relatively quiet and secluded, maintaining much of its 19th-century charm. (1831-Mumford's Mills.)

12. Wood River Junction: A small crossroads community in the southern part of Richmond, near the Pawcatuck River. It was once a country station on the Providence and Stonington Railroad known as Richmond Switch and contained a store and small industries, such as a gristmill and a blacksmith shop, which served the surrounding area. Today there is a 20th-century factory nearby, but the area around the crossroads still contains several middle-to-late 19th-century dwellings including "The Loft," a 1½-story, frame, Late Victorian dwelling along Hope Valley Road, and a 2½-story, frame, Late Victorian residence along King's Factory Road. (1855-Richmond Switch; R. R. Station and houses.)

13. Woodville Historic District: An area along the Wood River in the western part of town. Industry began here with a gristmill on the Richmond side and an iron manufactory, begun by Simeon Perry, on the Hopkinton side of the river. It was then known as Perry's Iron Works. In the middle of the 19th century a stone factory was built on the Richmond side, which later was run by the Rhode Island Hosiery Company to manufacture cotton and woolen socks. The village developed along both sides of the river, but the Hopkinton side grew faster and today retains most of the village structures. In Richmond there remains a dam and several early houses. (1831-Perry's Iron Works.)

**14. Wyoming Village Historic District: Along the New London Turnpike and Kingstown Road, it extends across the Wood River into neighboring Hopkinton. Wyoming was established in 1758 when Samuel Brand set up the Upper Iron Works along the river. Around 1780, John Brown established a wool-carding mill, which was purchased by the Tefft brothers in 1814. The Tefft Mill and several later mills were built along the Wood River and were active in the late 19th and early 20th centuries, during which time numerous residences and several commercial establishments were built. There is no industrial activity in Wyoming today, but its history is reflected in several important structures and sites. (1831-Brand's Iron Works.)

- A. Dawley Tavern (c. 1800): A long, 2-story, frame structure occupying a strategic crossroads site in the center of the village. It was built on the turnpike linking Providence with New London, Connecticut, and for many years operated as a stagecoach stop and tavern. In the 20th century a large section of the building at the north end was removed when the highway was enlarged; it now houses a costume jewelry outlet. (1870-A. J. Dawley; Hotel; store.)
- B. Houses: About a dozen Greek Revival and Early Victorian cottages along Kingstown Road which were built during Wyoming's heyday. They reflect individual treatment in setting, orientation, location, doorways and chimneys. (1855-shown on map.)
- C. Dam, Waterfalls and Mill Sites: Located along the Wood River are reminders of the village's industrial past, when water power ran the mills.

INDIVIDUAL STRUCTURES AND SITES

BAKER PINES ROAD

15. House (early 19th-century): A 1½-story, center-chimney structure with a wing at the rear. The house and a nearby wood-shingle barn with a belcast gambrel roof are part of a large working farm. (1855-shown on map; 1862-R. B. Clarke.)

CAROLINA NOOSENECK ROAD

16. Aldrich House (late 18th, early 19th century): A 1½-story, center-chimney house with a 5-bay, south-facing facade. (1855-shown on map; 1862-T. A. Nessunker?)
17. Meadowburg Farm: A 2½-story, Early Victorian farmhouse with a wing at the east side, set behind a granite block wall. Several outbuildings, including a gambrel-roof barn and a silo and a large area of open fields around the farmhouse, create a fine farmscape. (1855-T. Lillybridge & M. T. Kenyon.)
- *18. Richmond Town Pound (1846): A square enclosure, about 30 by 30 feet in dimension, surrounded by a six-foot stone wall with a wooden gate set between two massive granite posts. The pound, a common Rhode Island feature of the 18th and 19th centuries, was used to pen up stray animals.

GARDNER ROAD

19. House (mid-19th century): A 2½-story, brick, center-chimney house with a central entry in a 5-bay, south-facing facade. Originally owned by a Sisson. (1862-Ben. Sisson.)

HILLSDALE ROAD

20. House (1760): A 1½-story, brick, center-chimney structure with a central entry in a 5-bay, south-facing facade. There is a gambrel-roof barn nearby. (1855-shown on map; 1870-R. Hoxie Est.)

21. Webster House: A 1½-story, brick, center-chimney, Greek Revival structure with a central entry in a 5-bay facade. There are two mid-20th-century additions. (1855-shown on map; 1870-M. Webster.)

HOPE VALLEY ROAD

22. Kenyon House (18th-century): A 1½-story house with a stone center chimney and a central entry in a 5-bay, south-facing facade. There is a recent wing at the east end. (1831-G. S. Kenyon?)
- *23. G. S. Kenyon House (late 18th-early 19th century): A 1½-story house with a fine wood-shingle barn nearby. (1831-G. S. Kenyon.)

HOXSIE ROAD

24. Porridge Hill (c. 1738): A 1½-story, 18th-century, stone center-chimney house with a 5-bay, south-facing facade. (1855-shown on map; 1870-A. Lewis.)

JAMES TRIAL

25. James House (18th century): A 1½-story, center-chimney house with a central entry with side lights in a 5-bay, south-facing facade. There are several old burying grounds in the area, including the James family plot. (1855-G. James.)

KENYON HILL TRAIL

26. The D. P. Kenyon House (late 18th, early 19th century): A 1½-story, center-chimney, wood-shingle house with a central entry in a 5-bay, south-facing facade. The house and several wood-shingle outbuildings nearby are set in a large tract of farmland with stone walls on Kenyon Hill with a good view to the west. (1855-D. P. Kenyon.)

K. G. RANCH ROAD

27. B. Kenyon House (early 19th century): A 1½-story house with a central entry in a 5-bay facade. There is a wing at the rear. (1855-B. Kenyon.)

KINGSTOWN ROAD

28. Bell School (1826): A 1-story, wood-shingle schoolhouse with a single entry in a gable end and a small belfry in front on the ridge. This structure, originally schoolhouse Number Nine, on Bell School House Road, served the Tug Hollow neighborhood in the northern part of town and was moved to this site in 1971. The belfry was returned when the building was restored by the Rhode Island Department of Natural Resources and the Richmond Historical Society in 1975. (1870-S. H., on Bell School House Road.)
29. Richmond School (1935): A 1-story brick neo-Colonial style building with white trim and a central bell tower which contains the bell from the former Bell School.
30. Lillibridge House: A 2½-story, Late Victorian, Colonial Revival house with two interior brick chimneys and a central entry in a 5-bay facade. (1895-Abby B. Lillibridge.)
31. William P. Richmond House (late 18th, early 19th-century): A 2½-story house with a stone center chimney and a central entry in a 5-bay facade. There is a wing at the rear and an outbuilding nearby. (1855-shown on map; 1870-W. P. Richmond.)
32. Former School Number Seven (1864): A 1-story, frame, Early Victorian structure, gable end to the road, with two interior brick chimneys. (1855-School.)

NEW LONDON TURNPIKE

33. New London Turnpike: An old highway in the northwestern part of Richmond, built in 1815 between Providence and New London, Connecticut. Only a small section in

Richmond has been paved. In some sections, particularly north of Tug Hollow Road and south of Baker Pines Road, it is very straight, narrow and lined with stone walls, essentially as it was in the early 19th century. Part of the old turnpike, adjacent to the Reynolds Farm (34), is recommended for the National Register. (1831-Pawcatuck Turnpike.)

- *34. Reynolds Farm (1750) and part of the New London Turnpike (1815): The old farmhouse is a 1½-story structure with a central entry, two large gable dormers in front and a large, stone center chimney. Additions and changes include Greek Revival details and a wing at the north end, added in 1955, which was made from materials salvaged from a demolished house in East Greenwich. A large gambrel-roof barn, built in 1900, and a shed across the road are part of the 63-acre property, which also contains several burying grounds, stone walls and a large pond. The property was originally owned by a member of the Reynolds family who received the original land grant from the King of England. It was reportedly a waystop along the turnpike in the 19th century. (1855-S. James.)

NOOSENECK HILL ROAD

- *35. Dawley Park Shelter (1937): In Dawley Memorial Park is a 1-story log shelter with a large stone chimney. It was built by the Civilian Conservation Corps (C.C.C.) during the Depression years of the 1930s and is a rare example of Depression-era construction still surviving in Rhode Island.
- 35A. Clover Farm (late 18th century): A 1½-story house with a brick center chimney and south-facing entry in an asymmetrical 4-bay facade. There is an ell at the northwest side.
- *36. Wood River Six Principle Baptist Church and Cemeteries: The church is a 1-story, gable-roof, frame, Greek Revival structure with a pair of well designed entrances in the gable end and with good simple trim throughout. The church was organized in 1723, and an earlier meetinghouse stood on the site. Surrounding the church are three separate burying grounds. (1855-Bap. Church.)

37. State Police Barracks (1931): A 2-story brick building with white trim and a hip roof with a large brick center chimney. There is a 1-story wing at each side.

OLD NOOSENECK HILL ROAD

38. Barberville Dam: Located on the Wood River between Richmond and Hopkinton, in what was once the community of Barberville. The river falls over a granite dam, about four feet high. There is an 8-foot wide power trench on the Hopkinton side of the river. (1831-Barber's Mills.)

PINE HILL ROAD

39. House: A 1½-story frame house built in two different periods, Greek Revival and later. The south end has an entry at the gable end and the northern part has an entry in the flank side. There is a fine barn nearby. The setting is attractive, with open fields, stone walls and a large pond in front of the house. (1862-E. Tanner.)
40. American Fish Culture Company: Along White Brook is a 600-acre reservation centered on a complex of buildings--office, ice house, fish storage refrigeration, a garage and a hatching house used in the commercial raising of trout. Trout raising on White Brook was started in 1871 by Charles and John Hoxie on the site of a carriage shop, and later a blacksmith shop, on Armstrong Pond. Clearwater Trout Farm, as it was known, was reorganized after 1892 and soon after the Hazard family gained control. The hatchery, fed by about fifty developed springs, is one of the oldest and largest commercial trout hatcheries in the nation and is still controlled by a member of the Peace Dale Hazard family. The fish are supplied to restaurants and to private and public agencies for stocking ponds and streams. Along the pond is the Hoxie House, an early 19th-century, 1½-story, brick, center-chimney house with a central entry in a 5-bay, south-facing facade. (1855-T. W. Hoxie.)

RICHMOND TOWN HOUSE ROAD

- **41. John Hoxie Homestead formerly the Kenyon Farm (1784): A 1½-story house with stone center chimney, south-facing entrance and a wing at the north side. The property is far off the road and contains a 19th-century corn crib, an orchard and old pastures, two brooks and a pond and two wild cranberry bogs. The house was built by John Kenyon, one of the early settlers of Richmond. (1855-G. W. Hoxie.)
42. Richmond Town House (1883-1884): A 1-story, frame, Late Victorian structure with entry in the gable end which faces the road. There is a recent (1964) wing at the left side. It occupies the site of the first town hall built in 1850-1851. There is a long, frame, 1-story structure at the rear, presently used as a fire station. (1855-Town House on site.)

SHANNOCK HILL ROAD

43. House (middle-to-late 19th-century): A 1½-story house with an off-center chimney and entry. There is a wing at the right side. This was possibly used as a tenant house for the Burlingame Farm (44). (1870-B. F. Burlingame.)
44. Burlingame Farm (mid-19th-century): A 1½-story, cross-gable farmhouse with two brick chimneys. To the rear is a fine continuous barn-shed complex and there are stone walls and fields to the west. (1855-?; 1870-B. F. Burlingame.)
45. Chappel House (c. 1820): A 1½-story, center-chimney, frame, Greek Revival house with a central entry in a 5-bay facade. There is a wing at the right side and an outbuilding to the rear. (1855-?: 1870-R. Chappel.)
46. Hoxsie House (18th century): A 1½-story house with a stone center-chimney and a full basement at the south side. There is a wing at the west and south sides. The interior was recently renovated and the west wing recently added. (1855-shown on map; 1870-Mrs. I. Hoxsie.)
47. G. W. Hoxsie House (late 18th century): A 1½-story, center-chimney house with a 5-bay, south-facing facade. There is a wing at the left side and a barn at the rear. It is part of a large tract of land and surrounded by fields and forest, far off the road. (1855-shown on map; 1870-G. W. Hoxsie.)

RILEY'S ROAD

48. Riley Farm (19th century): A 1½-story frame house built in 1887 near the site of an earlier house; it lies in the center of a large open tract of land north of Alton, along the Wood River. A wood shingle barn, built in 1887, is behind the house. (1870-WM. Banda on site.)

SHERMAN AVENUE

49. Schoolhouse Number Fifteen (mid-19th century): A 1-story frame structure with two separate entrances at the gable end which faces the road. There is a square belfry in front, on the ridge. It was originally a schoolhouse and now is a private residence. (1870-S. H.)

SOUTH COUNTY TRAIL

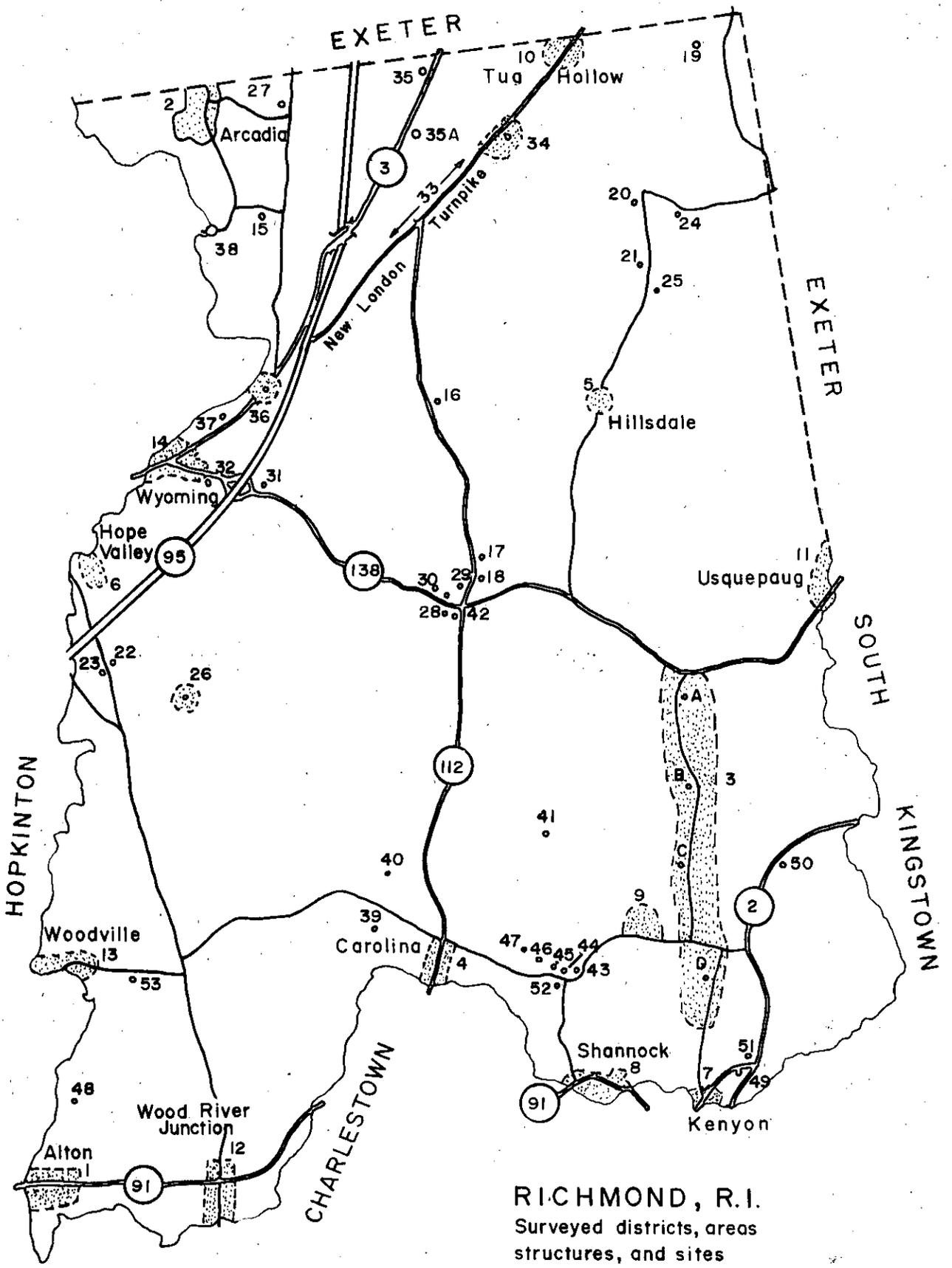
50. James House: A 1½-story Early Victorian house with a small, brick, off-center chimney and a central entry in a 5-bay facade. There are several additions at the rear. An expansive open agricultural landscape surrounds the house. (1855-shown on map; 1862-H. James.)
51. Carr Farm (1735): A 1½-story house with a full stone basement and two brick interior chimneys. It is part of a large farm which includes a fine wood-shingle barn and sheds, a raised corncrib and stone walls. (1855-shown on map; 1870-J. A. Larkin.)

WEST SHANNOCK ROAD

52. Burlingame House: A 1½-story, Greek Revival house with the gable end to road and a wing at the right side. (1855-shown on map; 1870-S. Burlingame.)

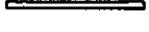
WOODVILLE ROAD

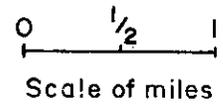
53. Collins House (early 18th century): A 1½-story structure with a stone center chimney and a central entry in a 5-bay facade. (1855-L. Collins.)



RICHMOND, R.I.
Surveyed districts, areas
structures, and sites

LEGEND:

-  Districts, Areas
-  Structures, Sites
-  Interstate highways
-  Major highways
-  Other roads



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The Rhode Island Historical Preservation Commission
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Cover Illustration: Mill (now damaged) along the Wood River
in Hope Valley. (Map #6)